

SEVENTH  
ANNUAL REPORT

OF

THE DIRECTORS

OF THE

PENNSYLVANIA RAIL ROAD COMPANY,

TO

THE STOCKHOLDERS.

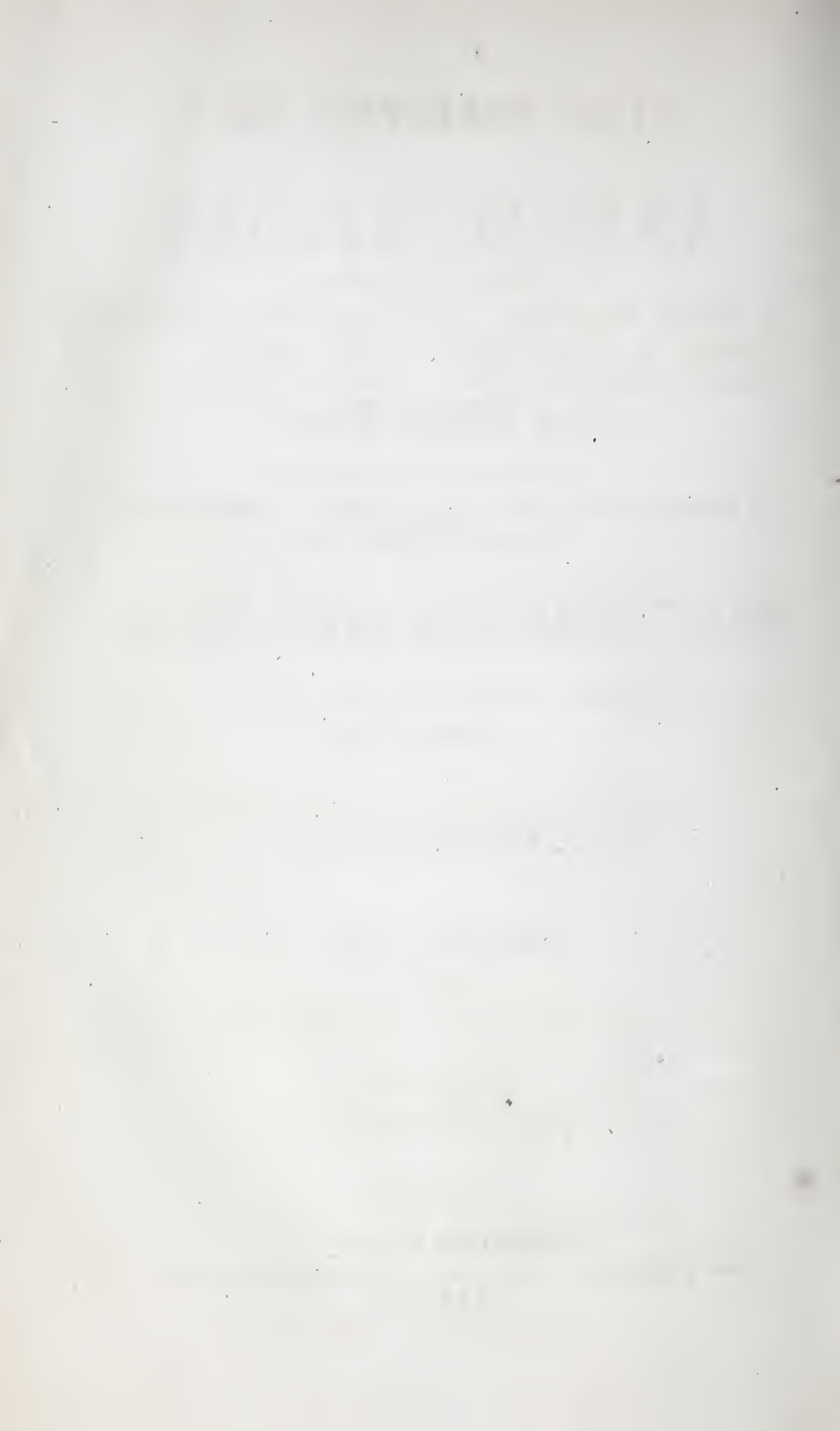
FEBRUARY 6, 1854.



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1854:



# DIRECTORS, 1854-1855.

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BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	CHRISTIAN E. SPANGLER,
GEORGE W. CARPENTER,	JOHN YARROW,
WASHINGTON BUTCHER,	SAMUEL JEANES,
JOHN FARNUM.	

BY THE CITY OF PHILADELPHIA.

GEORGE HOWELL,	ALEX. J. DERBYSHIRE,
WILLIAM R. THOMPSON.	

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

WILLIAM ROBINSON, JR.

BY THE COMMISSIONERS OF SPRING GARDEN.

WILLIAM NEAL.

BY THE COMMISSIONERS OF NORTHERN LIBERTIES.

EDWARD T. MOTT.

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PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.

WM. B. FOSTER, JR.

TREASURER.

GEORGE V. BACON.

SECRETARY.

THOMAS T. FIRTH.

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## ANNUAL MEETING.

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At the Seventh Annual Meeting of the Stockholders of the Pennsylvania Railroad Company, held at Sansom Street Hall, on Monday, February 6, 1854, on motion of A. J. Derbyshire, Esq., Charles Gilpin, Mayor, was appointed Chairman, Geo. Boldin Secretary.

The Secretary of the Company, Mr. Thos. T. Firth, read the report of the Board of Directors.

The Report with the reports of Chief Engineer and Treasurer were received and ordered to be printed. Also, a letter from Mr. Edward Miller, late Engineer of the Company.

Mr. A. J. Derbyshire offered the following:

*Whereas*, The Stockholders of the Pennsylvania Railroad Company in the year 1852 agreed to subscribe \$150,000 to the Capital Stock of the Ohio and Pennsylvania Railroad Company, for the purpose of extending that road across the Allegheny river



to the Pennsylvania Rail Road, *at the outer depot of this Company*, and as it appears from the Report of the Chief Engineer of the Ohio and Pennsylvania Railroad Company, that a connection upon the route designated would prove very expensive, and also involve the necessity of introducing upon it objectionable gradients; and as the said point of crossing is also considered by the citizens of Pittsburgh as injurious to their interests. Therefore, it is

*Resolved*, That the Directors of this Company be authorized to make said subscription; *provided*, the place of crossing the Allegheny river shall not be further west than the lower side of the State Aqueduct, over said river.

Mr. Roberts, Engineer, explained and advocated the above resolution.

The Preamble and Resolution were adopted unanimously.

Elliott Cresson, Esq., offered a Resolution in reference to the endorsement of the Bonds of the Steubenville and Indiana Railroad Company, which, at the suggestion of Charles Gilpin, Esq., was modified to read as follows:

*Resolved*, That the Board of Directors of this Company are hereby authorized to guarantee, upon the conditions stated in a communication of the President of the Steubenville and Indiana Railroad Company to the Councils of this City, (and such others as shall be satisfactory to the Board of Directors,) the Bonds of said Company to an amount not exceeding Five hundred thousand dollars.

The resolution as modified was unanimously adopted.

Mr. M. McMichael submitted the following Resolution:

*Whereas*, The increasing trade and travel over the Pennsylvania Railroad will, in the opinion of this meeting, require

additional facilities for its speedy transmission to and from this City;

*And whereas*, The capacity of the State Road will not be sufficient to accommodate it when a double track is laid on the Pennsylvania Railroad, it therefore becomes necessary to look to some other additional channel. *And whereas*, The authority given in the Charter granted to the Lancaster, Lebanon and Pine Grove Railroad Company, for the construction of such a railroad, will, if carried into effect, accomplish so desirable a result; therefore,

*Resolved*, That the Board of Directors of the Pennsylvania Railroad Company be and they are hereby authorized to subscribe in the name of this Company for Ten Thousand Shares of fifty dollars each, of the Capital Stock of the Lancaster, Lebanon and Pine Grove Railroad Company, upon such terms and conditions as they may deem proper.

The passage of the above resolution was urged by Messrs. McMichael, Cresson, Wickersham, and Thomson.

Mr. E. A. Penniman asked for the authority of the Company to subscribe to the stock of the road.

Mr. Foster replied by reading that portion of the Charter of the Lancaster, Lebanon and Pine Grove Company, giving the authority.

Mr. Magee regretted the necessity of making the road, but considered the action of the Canal Board as having rendered such a course necessary.

Mr. Thos. Biddle would ask the Directors if this was the last of the important enterprises the Company would be called on to assist.

Mr. J. E. Thomson stated that the Directors had concluded to subscribe to no more enterprises, in or out of the State.

Mr. Elkin inquired about the amount of private subscriptions.

Replied to by Messrs. Derbyshire and Spangler.

Mr. Roberts stated that the Resolution did not make it imperative on the Directors to make the subscription, but authorized them to do so if they deemed it expedient.

The Resolution was adopted, with but one dissenting voice.

CHARLES GILPIN,

*Chairman.*

GEO. BOLDIN,

*Secretary.*



# SEVENTH ANNUAL REPORT.

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Office of the Pennsylvania Rail Road Co.,

Philadelphia, January 31, 1854.

*To the Stockholders of the Pennsylvania Rail Road Company :*

AT your last Annual Meeting, the Board had the gratification to announce that a continuous Railway had been opened from Philadelphia to Pittsburgh, by the temporary use of the Portage Rail Road across the Allegheny Mountain. The construction of our own road across this barrier has been pressed forward with as much vigor as circumstances would permit. Its completion before the close of the year was looked forward to with much confidence, but the extraordinary demand for laborers, and the diminished product of their daily services, (a uniform consequence of any sudden increase in the rate of wages,) has materially delayed the completion of the work, and also added to its cost. To prevent delay, the contractors have been regularly supplied with men from the sea-board, at the expense of the Company. The detention has therefore not been so much the result of a diminished force, as from the reduced product of each laborer—a larger number having been employed, generally, upon the heavy sections than true economy would have justified—if the first cost of the work had been the only consideration for urging its completion. Notwithstanding these difficulties however, we have the satisfaction to state that a locomotive has passed through the Allegheny Tunnel, and that it will be placed in a condition for general use, with the remainder of the Mountain Division, during the month of February.

An Express Train will then be started, to run through from Philadelphia to Pittsburgh in 15 hours, this time to be further reduced during the ensuing Summer, when a double line is extended across the mountain, and the tracks placed in a condition for high velocities.

The influence of these increased facilities upon the business and prospects of the line through Pennsylvania, will doubtless prove of the most gratifying character. We shall then be in a condition to compete in speed and terms for the travel and produce of the West, with either of our rivals. Notwithstanding the imperfect character of our line, during the past year, and the reduced local and through charges for freight and produce, compared with previous years, the receipts of the Company from the operations of the road, have been highly satisfactory. The gross amount stated as heretofore, would be \$2,846,110 16, which includes a portion of the local receipts of the Columbia Road; excluding these the amount is \$2,774,889 37—leaving a profit, after deducting taxes and expenses of transportation, of \$1,101,208 08. The whole expense of conducting the business of the road during the year was \$1,673,681 29, only \$346,879 35 more than that of last year. This small difference is to be attributed chiefly to the completion of a continuous road to Pittsburgh, by which the wagon and boat service at the western end of the line has been dispensed with. It is also in part due to the reduced tolls on the State Rail Roads—though these are yet high, compared with the charges made to the through transporters for their use.

The total amount paid during the year for tolls to the State, Harrisburg and Lancaster, and Baltimore and Susquehanna Rail Roads was \$779,611 62, all of which is included under the head of expenses of "Conducting Transportation." Of this amount \$213,775 62 was paid for the use of the Portage Rail Road. If we add to this sum \$20,000 for services of extra brakemen, necessarily employed on that Road, who will not be required on our own line across the mountain, we have the sum of



\$233,775 62 from this year's business, that would have been credited to the Mountain Division, if it had been completed; a sum fully sufficient to meet the interest on the cost of that part of the road, together with the increased expense of working it.

A number of tables are appended to the Report of the Superintendent containing valuable information in relation to the Receipts and Expenses of the Company, which are commended to the attentive examination of the Stockholders.—It will be seen from them, that the through tonnage between Philadelphia and Pittsburgh has increased from 32,185 tons in 1852 to 73,499 during the past year, and the local tonnage from 36,793 to 86,133 for the same periods,—making the total tonnage moved 159,632 tons, against 68,978 last year;—an increase of over 100 per cent. While the receipts from this source have increased from \$780,892 19 to \$1,507,520 50. The through tonnage of the Company will doubtless continue to increase, with the extension of our several connecting lines into the far west. But it is to the local business that we must look for the most reliable source of our revenue. At present the policy of the State forbids this Company from assisting to the extent of its capacity in the development of the resources of her interior, while the line that she has constructed between the Susquehanna and Pittsburgh, though maintained at an *annual loss* to the state treasury, is from its broken character inadequate to secure this object. The current of trade like that of water is frequently changed by a very slight impediment, and forced to seek a new channel in its course to the ocean, or waste itself in stagnant pools, spreading disease and inactivity where life and animation alone should exist. The first is the effect of this state policy on our through business, while the latter presents no over-wrought picture of its influence on the local traffic of the interior. This policy while it prohibits the transmission of the products of our mines and forests to market, at rates that will enable the shipper to reduce the price of his commodity to a point that will compete with the operators of other regions, at the same time reduces the net receipts of the

Columbia Rail Road to an extent greater than the whole amount of the tax collected, thus entirely defeating its operations as a revenue measure—if such was the object of its imposition—as well as preventing the increase of taxable values consequent upon a prosperous interior trade.

It will be seen by reference to the report of the Chief Engineer, that the entire cost of a double track road from Harrisburg to Pittsburgh will exceed the original estimate (\$13,600,000) but \$65,000. An additional amount for sidings at the termini and other points on the road beyond that heretofore estimated, will be required to accommodate the large business that we are now preparing for, which will probably swell the whole cost of the road to \$14,000,000. The expenditures for outfit up to the close of the year have been \$2,652,676 37, which is a larger amount than originally anticipated; but it will not exceed the demands of the transportation department. We now have 79 locomotives, 1274 eight-wheeled and 137 four-wheeled freight cars of all descriptions, also 69 eight-wheeled passenger and 24 eight-wheel baggage and mail cars. In consequence of the narrow space between the tracks on the State rail roads, 38 of our passenger cars were constructed but  $8\frac{1}{4}$  feet wide. The width of the best of these will be increased to  $9\frac{1}{2}$  feet, which can be effected at an additional cost of 25 per cent of their original value. The remainder will be kept to meet the occasional pressing demands, for the accomodation of conventions and other sudden and accidental additions to our travel. There remained to be delivered on the first inst. 32 locomotives to fill our present orders, and 5 passenger cars, these are estimated to cost \$325,000. The decrease in the time that will be expended hereafter on the trip between Philadelphia and Pittsburgh by our freight trains, will render unnecessary an increase for some time to our present stock of freight cars, greater than can be furnished from the repair shops of the Company. These now turn out a much better article than we have been able to secure by contract, and at an equally low cost.



The business of the road during the year has been conducted with remarkable regularity and freedom from accidents, affording the strongest testimony to the good management and skill of the Superintendent and his several Assistants. They have been efficiently seconded by the Masters of the shops, the Supervisors of the road, the Conductors and Engineers of the trains, and station agents, all of whom have manifested a praise worthy personal interest in the success of the enterprise with which they have become associated. Among those who have contributed to the security of the traveler, we may also refer to the very vigilant Car Inspector, Mr. Denning.

The avoidance of the inclined planes of the Portage Rail Road, and the transfer of our business to a continuous line from the Columbia Rail Road to Pittsburgh, under the management of this Company, will enable the Superintendent to still further systematize the operations of his department, and reduce the expenses of its management sufficiently to compensate for the increased accommodation and speed that will be afforded; relying upon the additional attractions of the route from these causes to secure an accession of travel to meet a reduction of fare between Philadelphia and Pittsburgh, after the avoidance of the Portage Road, from \$9.50 to \$8.\* The rates of freight will also be kept at a point that will insure to the route its full share of the through transportation.

The Legislature at its last session gave to this Company authority to hold, through a Trustee, during the period of five years, the remainder of the Powelton estate (63 acres) for the purpose of disposing of it. The Girard Life and Trust Company has been selected as this Trustee, and the property has been conveyed, for the benefit of this Company, to that Institution. It is proposed to commence the sale of that portion west of the Columbia Rail Road, during the ensuing spring. It has been suggested that this property, in connection with a portion of the Bingham estate, would afford the most advantageous site that

\* NOTE.—This is a reduction of  $62\frac{1}{2}$  cents by this Company—the remainder  $87\frac{1}{2}$ , is saved from the extra charge on the Portage Road, and a reduction of  $\frac{1}{4}$  cent. per mile east of Harrisburg, on Pittsburgh, travel.



could be secured in the vicinity of the city, for a Public Park. No other point seems to possess equal attractions, and although the Board feel confident that they can realize a larger sum by retailing it as proposed, than from such a disposition of the property, they are yet disposed to throw out the suggestion for the consideration of the authorities of the consolidated city.

From the statement of the Treasurer herewith submitted, it will be seen that the receipts from Stockholders in payment of the Capital Stock of the Company, was, at the close of the year, - - - - -		\$11,228,020 00
The receipts from loans, &c., - - -		5,084,947 91
Amount, -		<u>\$16,312,967 91</u>

*Which has been expended as follows :*

Graduation and Masonry, single track, - - -	\$6,271,705 90
Superstructure, including iron rails, chairs, cross-ties, ballast, &c., - - -	3,053,613 65
Engineering, - - -	376,826 44
Land damages, and real estate in Pittsburgh and on line of road, -	474,684 15
Real Estate in Philadelphia city and county, - - -	344,341 62
Harrisburg Rail Road, -	7,173 41
Graduation and Superstructure of second track, - -	1,152,852 59
Machine Shop, Shop Machinery, Station and Warehouse, -	991,966 36
Locomotives, - - -	658,329 14
Freight Cars, - - -	745,401 81
Passenger Cars, - - -	232,382 94
Road and Hand Cars, - -	24,596 12
Balance of interest account, chargeable to construction, -	26,763 51
	<u>\$14,360,637 64</u>

Amount carried forward, \$14,360,637 64

Subscription to the Stock of the

Ohio & Penn'a R. R.,	\$150,000 00	
Do Ohio and Indiana R. R.,	300,000 00	
Do Marietta & Cincinnati R. R.,	650,000 00	
Do Maysville & Big Sandy R. R.,	100,000 00	
Do Springfield & Mt. Vernon RR	100,000 00	
	<hr/>	\$1,300,000 00
Balance in the hands of Treasurer, -	-	652,330 27
		<hr/>
Total as above, -	-	\$16,312,967 91
		<hr/> <hr/>

The amount <i>received</i> by the Treasurer during the year 1853, from the business of the road, &c., was, -	-	\$2,768,769 72
Of which there has been paid during the year to Stock and loan holders, for interest and for expenses of working the road, &c., -	-	2,466,259 50
		<hr/>
Leaving a surplus, which has been credited to interest account, of -	-	\$302,510 22
		<hr/> <hr/>

From the above statement it will be seen that the Company has been able, from the earnings of the road, to meet the interest due to the Stock and Loanholders, and reduce the interest account charged to Construction, to \$26,763 51; and, if permitted by our Charter to divide the profits of the Company, before the completion of the road, a dividend could have been declared to the Shareholders, of 8 per cent. per annum—notwithstanding that fully \$3,000,000 of unproductive capital was invested in the second track, Mountain Division and outfit.

The through business of our Road has increased with astonishing rapidity, and at this time exceeds that of the New York and Erie Rail Road—while it has not cost us as much to obtain it as we have received from it—as appears from the statements of that Company, to have been the result of their past experience.



The expediency and utility of maintaining an army of noisy drummers throughout the West, has always been doubted by this Company, and practiced only to a limited extent. It is therefore gratifying to find that the experience of our neighbors has justified our own conclusions upon this subject. Information in relation to the facilities of the route can be disseminated less expensively and more efficiently through other means. The fact that our line has commanded a remunerative business with impediments at its centre, equivalent—as regards time—to an increase of its length of nearly 200 miles, shows that it has not been unknown to the traveler.

The past year has witnessed the completion of the Ohio and Pennsylvania Rail Road, and its extension through the Ohio and Indiana Rail Road, to Patterson on the Cincinnati and Sandusky Road, giving to us two rail road connections with Cincinnati, the great centre of commerce of the Ohio valley. The Ohio and Indiana Rail Road will be completed during the present year, which will connect us with the Wabash Canal at Fort Wayne, from whence a direct road is in progress to Chicago.

Continuous rail roads have also been opened during the year, connecting the western terminus of our line with Indianapolis, Madison, Jeffersonville, Terre Haute, Evansville, Crawfordsville, Lafayette, &c.; which, with the increased facilities that we shall be able to offer, must largely increase the business of the Company. The simple fact that the population of the Ohio valley, which must find their shortest and best connection with Philadelphia and New York, over our route, bears to that of the lakes the proportion of 3 to 1, explains the value of our through business,—while the density of the population of the southern half of this State, which is traversed by our road, bears to the northern half the proportion of 2 to 1, exhibits the importance of the local travel and value of the route occupied by this Company.

The Board, in obedience to the instructions of the Stockholders, subscribed, on behalf of this Company, \$750,000 to the

capital stock of the Marietta and Cincinnati Rail Road Company, without requiring, as they had suggested, an increase of their stock basis. The explanations of the President of that Company at the last annual meeting of this, having satisfied the Stockholders that the precautions recommended by the Board, were unnecessary. They have also subscribed \$300,000 to the stock of the Ohio and Indiana Rail Road Company, and have exchanged \$100,000 of the shares of the Marietta and Cincinnati Rail Road Company for a like amount of the Maysville and Big Sandy Company.

The investment of this Company in the shares of the Ohio and Pennsylvania Rail Road Company has already proven profitable in direct returns, and I have full confidence that the results to be derived from the operations of the Ohio and Indiana and the Mount Vernon Roads, will be equally satisfactory when they are brought into use.

An additional subscription of \$150,000 to the stock of the Ohio and Pennsylvania Rail Road Company, authorized by the Stockholders in 1852, has not been claimed by that Company, and will not be unless the condition confining the point of crossing the Allegheny River, to a connection between the two Roads at our outer depot in Pittsburgh, is rescinded—which the Board recommend, provided the site of the bridge shall not be placed west of the State aqueduct.

The importance of this connection to both companies cannot be over estimated, and it should not be unnecessarily delayed.

The work on the Marietta and Cincinnati Road has been pressed forward with much vigor. But the character of the country traversed by that improvement, and the extent of line covered by their operations will prevent its early completion. The chief object to be secured to this Company, by this enterprise was a connection with the Southern counties of Ohio and the states of Kentucky and Tennessee. Its connection with Cincinnati is only important to us as preserving an uniform gauge to that city, and to its stockholders as affording a large



local business, without which few Rail Roads can return reasonable profits to their shareholders. The Maysville and Big Sandy Road will connect with the Marietta line through the Sciota Valley Road, giving to Philadelphia, the much desired connection with the heart of Kentucky, at Lexington, over a Road now nearly completed from Maysville to the latter place.

The Board referred in their last report to the importance and value to this Company, of a more direct Rail Road communication with the central region of the west, by a line traversing the fertile and populous country lying upon the parallel of latitude of Philadelphia.

The companies occupying this ground, have been diligently pushing forward the enterprises they have had in charge, without heretofore claiming aid from this Company. The gauge of their roads is to be the same as that of the Pennsylvania Road,—affording the very great advantage of an interchange of cars and machinery, when the business of either line from local causes shall render such an exchange desirable. This state of things frequently arises from the uncertain navigation of the Ohio River, and has existed through nearly the whole period embraced within the last six months. If the gauge of the Ohio and Pennsylvania Rail Roads, had been the same as that of this Company, it would have exerted the most happy influence upon the business of both Companies, during that time.

These advantages will be secured through the Steubenville and Indiana Rail Road, if the aid desired by that Company should be extended to them. They do not ask us to assume the risks of their enterprise by becoming shareholders; but to guarantee their bonds to the extent of \$500,000—\$250,000 to be expended in completing their Road from Steubenville to Newark, and \$250,000 between Newark and Columbus, both secured by a second mortgage upon that portion of the Road, now nearly completed east of Newark, (115 miles in length,) and a first mortgage upon that portion west of that place. The Board are of the opinion that this guarantee involves only a nominal risk, while the



advantages to be secured from the connection, will be of the most substantial character to this Company. It is therefore submitted to the Stockholders, with a decided expression of the opinion of the Board, that it should receive their sanction. In support of their recommendation, the Board refer the Stockholders to the accompanying letter of their late Chief Engineer, upon whose report, and after his personal examination of the country and the condition of most of the Ohio Companies already assisted, they based their previous subscriptions to those Roads.

This guarantee will fill the limit to which this Company can, under their charter, now extend aid to Roads in other States, and the Board cannot advise that the privilege should be enlarged.

The graduation of the Indiana Branch,  $16\frac{1}{2}$  miles in length, has been placed under contract and will be completed at an early date. Surveys have also been made of several routes for a branch line to Uniontown, as mentioned in a previous report.

That diverging from our road at Latrobe proved exceedingly difficult, and was abandoned. Another was traced from Greensburg via Connelville, and a third passing near Perryopolis, both encountering expensive work. The cost of graduation upon either of these so far exceeded our expectations, and the local means proposed to be supplied for their construction, that the work has not been commenced. The construction of the Uniontown Branch, as a short local Road only, would not be warranted by any expected increase of business to this Company. The project has heretofore been entertained as a part of a more extended line to accommodate the whole southwestern section of the State, which will, no doubt, be finally carried into effect and prove a profitable investment. Such a line extended across Virginia, to connect with the Marietta Road, would afford the shortest practicable connection between Cincinnati and Philadelphia and New York.

The last Legislature of this State, in approving the contract between the Canal Commissioners and Messrs. Bingham and

Dock, confirmed at the same time the right of this Company to run their cars over the Columbia Rail Road, and all other connecting or continuous lines. Under this Act, we have purchased one-half of the stock in the passenger cars upon that road, which are now run under the contract referred to. The net proceeds of the investment in this contract, is passed to the credit of the original purchase of stock for that Road. The contract will continue in force until the 16th of August, 1856; until which time, no permanent buildings will, we think, be needed for the accommodation of the passenger trains at Philadelphia. Ground has, however, been secured for that purpose, on the north side of Market street, between 11th and 12th streets.

The accommodations for receiving and forwarding freight at Pittsburgh, though temporary, have been found convenient and advantageous both to the citizens of that place and the Company. It is, therefore, a source of regret that any one should have been found to throw doubt upon the right of the authorities of that City to grant a lease of the property used. The result of the proceedings in relation to it have been against the City in the lower Courts, but the case will be carried up to the Supreme Bench. To prevent inconvenience from an adverse decision of this tribunal, a lot has been purchased, since the close of the year, at the foot of Liberty street, upon which to tranship freight, which is the most eligible that can be obtained for that purpose within the city limits.

In conclusion, the Board congratulate the Stockholders upon the result of the past year's operations of the Company.

The road, still unfinished, has yielded a revenue more than sufficient to meet the interest due upon all the Stock and Bonds issued, while the uncompleted sections of the work have been pressed forward with unabated vigor, and without a sacrifice of the credit of the Company, notwithstanding the financial crisis through which the country has passed, or is passing.

The Board claim no merit for these gratifying results—they are such as legitimately flow from the impregnable position oc-



cupied by our line. Guarded, as it is, from immediate rivals by impassable natural barriers—and secured from unreasonable competition for the through traffic by the large debts and high cost of its competitors. These advantages of our route—so well understood and appreciated by capitalists, both at home and abroad,—have given to the shares and credits of this Company, a value which few works, in a similar state of forwardness, have been able to command.

The success of the enterprise as a safe and profitable investment of Capital, may now be considered as established; while the favorable effects of the Road in retaining and increasing the trade of the City and State,—the chief motive for its construction,—even with its present limited capacity, is apparent to the most superficial observer.

Its returns to the treasury of the Commonwealth upon the small freighting business of the past year show also that its operations have not been without direct benefit to the State. Upon this business only, we have paid into her coffers, using but 107 miles of her improvements, \$162,000, more than all of the other through transporters, between Philadelphia and Pittsburgh, have paid for the whole main line, (400 miles in length,) while we have, at the same time, furnished to her, for the canal traffic, the use of nearly six miles of our road—avoiding Plane No. 1, of the Portage Road—without having received compensation for it.

By order of the Board.

J. EDGAR THOMSON, *President.*

WM. B. FOSTER, Jr., *Vice President.*

Philadelphia, Feb. 4, 1854.

TO JOHN EDGAR THOMSON, ESQ.,

President of the Pennsylvania Railroad.

DEAR SIR: Mr. Firth informs me that my reply to Mr. Foster's letter of November 24th, concerning the Steubenville and Indiana Rail Road, has been mislaid, and that its absence may occasion inconvenience, as you desire to refer to it in your annual report to the Stockholders.

It was written somewhat hastily, during a pressure of business, and I did not retain a copy; but can repeat, substantially, the opinions expressed in it, which I have seen no reason to change. They are as follows, viz:

The Steubenville and Indiana Rail Road is, essentially, a Philadelphia project in its guage, direction, and objects, and, therefore, deserving of aid and comfort from Philadelphia.

The large amount of money expended upon it before any application for aid was made here, shows that its projectors did not call upon Hercules before putting their own shoulders to the wheel.

The trade to and from it will pass over the entire length of the Pennsylvania Road, and is, consequently, more desirable than that which leaves at any point east of Pittsburgh.

It extends our Pennsylvania gauge to the Columbus, Piqua and Indiana Road, and through it to the railways of Indiana and Illinois without break.

The proposed site for a bridge over the Ohio at Steubenville is favorable, and there is good reason to believe that the right to construct it and the short section of rail road in Virginia will be granted.

It is the most direct line through Central Ohio to Columbus, Indianapolis and St. Louis, which looks to Philadelphia as its terminus.

The guarantee of its bonds to the extent asked, will be a substantial aid, which will not, in my judgment, cost the Pennsylvania Rail Road Company a dollar.

The management of the road is in the hands of gentlemen of character and integrity, and the Engineer is a Philadelphian, of honor and of professional ability.

The Columbus, Piqua and Indiana Road, with which it is connected, received aid from our citizens, and has already reciprocated the favor by preventing a change of gauge in the Indianapolis and Bellefontaine Road of Indiana; and I doubt not that the good feeling which Philadelphia liberality has excited in Ohio will produce lasting beneficial results to our city.

In my report, a year since, to the Pennsylvania Rail Road Company, on the subject of Western extensions, I endeavored to show that there were required to develop the resources and capabilities of our great Central Road—the Ohio and Pennsylvania Road, with its prolongations to Chicago; the Cincinnati and Marietta, to Southern Ohio and Kentucky; and a central line to Columbus, Indianapolis, and St. Louis. The two first are now secured through the assistance granted by your Company. The Central line remains, and needs and deserves your patronage. I believe the future history of the Pennsylvania Rail Road Company will be a very bright one, and that its stockholders will never regret the assistance they rendered to their Ohio friends.

Very respectfully,

EDWARD MILLER.



# The Treasurer Reports

	Dolls.	C.
The amount received from Stockholders, in payment of Instalments, . . . . .	11,228,020	00
Amount received on account five million loan, . . . . .	4,491,654	32
Amount received from Passengers, Freight, Mails, Expresses, &c., . . . . .	2,768,769	72
Temporary Loans, . . . . .	593,293	59
	19,081,737	63

## AMOUNT EXPENDED.

### EASTERN DIVISION.

Graduation and Masonry, . . . . .	\$1,956,642	87		
Superstructure, Ballast, Chairs, Rails, Ties, Spikes, Sills, &c., . . . . .	1,908,235	35		
Engineer Department, . . . . .	174,686	34		
Land Damages, Real Estate, Right of Way, &c., . . . . .	325,175	09		
Real Estate in Philadelphia County, . . . . .	344,341	62		
Repairs Harrisburg and Lancaster Rail Road, . . . . .	7,173	41		
			4,716,254	68

### WESTERN DIVISION.

Graduation and Masonry, . . . . .	4,315,063	03		
Superstructure, Ballast, Chairs, Rails, Ties, Spikes, Sills, &c., . . . . .	1,145,378	30		
Engineer Department, . . . . .	202,140	10		
Land Damages, Real Estate, Right of Way, . . . . .	149,509	06		
			5,812,090	49

### SECOND TRACK.

Graduation, . . . . .	429,369	05		
Superstructure, Ballast, Chairs, Rails, Ties, Spikes, Sills, &c., . . . . .	723,483	54		
			1,152,852	59

Machine Shops, Repairs Shops, Stations, Warehouses, &c., . . . . .	991,966	36		
Locomotives and Cars, . . . . .	1,660,710	01		
Subscription to				
Marietta and Cincinnati Rail Road, \$650,000	00			
Maysville and Big Sandy Rail Road, 100,000	00			
Ohio and Pennsylvania Rail Road, 150,000	00			
Ohio and Indiana, Rail Road, . . . . .	300,000	00		
Springfield, Mount Vernon, &c., . . . . .	100,000	00		
	1,300,000	00		

Transportation Expenses, State Toll, Harrisburg and Lancaster Rail Road Toll, Interest, Expenses, &c., . . . . .	2,466,209	50		
To credit of cost of construction, . . . . .	302,560	22		
			2,768,769	72
Cost of construction, balance on Stockholders' Interest List, . . . . .	26,763	51		
			6,748,209	60

Balance in hands of Treasurer and Agents, . . . . .			652,330	27
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[ E. E. ]

GEORGE V. BACON, Treasurer.

Philadelphia. January 1, 1854.

# SEVENTH ANNUAL REPORT

OF

## THE CHIEF ENGINEER.

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Engineer Department, Pennsylvania R. R. Co.

Philadelphia, January 25, 1854.

J. EDGAR THOMSON, ESQ.,

President Pennsylvania Rail Road Company.

SIR: On the 20th day of April last, I entered upon the duties of Chief Engineer, with a conviction that the object of the most importance to the interests of the Company, and most urgently desired by the Stockholders and the public, was the completion and opening of the Mountain Division at the earliest possible period.

My first care, after a re-organization of the Engineer Department, was to examine the condition of the work, and estimate the time at which a reasonable expectation of its completion could be entertained.

The contract with Messrs. Reeves, Abbott & Co., for the delivery of rail road iron, made October 20, 1852, required them

to furnish 20,000 tons before the close of the year 1854, and at a uniform rate of 200 tons per week, which was more than the contract required, the iron for the Mountain Division alone, between Altoona and the Portage Viaduct, a distance of 31 miles, could not have been delivered in a shorter time than 34 weeks, or not until after the opening of navigation in the spring of the present year.

In this estimate, no allowance was made for sidings, many of which were necessary, or for portions of double track, upon which large forces were at that time employed, both upon the Eastern and Western Divisions. As it was found impracticable at that time to make additional contracts for iron, and as it was essentially important that no delay should be experienced in the opening of the Mountain Division, orders were given to suspend operations on the double track, except upon high embankments where it was important that the graduation should be completed as far in advance of the track laying as practicable to allow time for settling.

By these means I expected to be able to secure sufficient iron to open the Eastern slope of the Mountain Division upon a double track, but a serious break at the rolling mill suspended the delivery of rails for two months at one time, and with other causes so greatly reduced the supply, that it became necessary to lay a track of light iron as a substitute for the heavy rail that had been ordered for the Eastern slope.

The great demand for laborers on other roads, and the unusually high wages offered to secure them, increased to an extraordinary degree the difficulty of procuring and retaining a sufficient number for the prosecution of the work; but by adopting a liberal course in the payment of wages, by suspending all unnecessary work, and by keeping up a thorough police organization, strikes were prevented, and the more important sections were kept in full force.

From the treacherous character of the material in the Allegheny Mountain tunnel, frequent falls occurred before the roof



could be supported, and from this cause the quantity of material that required removal was twice as great as would have been necessary had the rock been of a solid and permanent character. In the middle shaft from 120 to 175 gallons of water per minute were pumped and discharged at the top of the shaft, and as the small size of the shafts first constructed did not afford facilities for the removal of material as fast as it was excavated, a new shaft was sunk, and a large and powerful engine substituted for the small one at the west shaft. These with the stimulus of a liberal reward to the workmen for completing the tunnel within a given time, were the only means in our power for accelerating its progress.

I reported at an early period of my connection with this work that it could not by any possibility be finished before the first of January. It was accomplished January 21st, and nothing but the increase in the quantity of material from the frequent falls of rock prevented its completion at the time first stated. Much credit is due to Thomas Seabrook, Esq., Principal Assistant Engineer, and Thomas Rutter, Contractor, for their exertions and success in overcoming difficulties perhaps greater than have attended the progress of any similar work in this country.

The principal dimensions of the Tunnel are as follows: length 3612 feet, width 24 feet, height 22 feet above grade, or  $21\frac{1}{4}$  feet above the rails; distance below the summit of the mountain  $202\frac{7}{10}$  feet, depth of eastern shaft  $149\frac{8}{10}$  feet, of middle shaft  $195\frac{7}{10}$  feet, of western shaft  $184\frac{4}{10}$  feet; sections of first shafts 6 by 10 feet, of new shaft 8 by 13 feet; depth of new shaft  $194\frac{1}{10}$  feet.

It must be a source of much gratification to the Stockholders that, notwithstanding the necessity of forcing the work at a period of unusually high prices, and by using night labor on some of the heaviest sections, the original estimate of the Chief Engineer very nearly covers the expenses; a fact which is very remarkable when the character of the work and difficulties of construction are considered. On the Eastern Division, the

coincidence is unusual: the first estimate was \$4,095,000, and there have been expended \$4,050,000; but several small expenditures in graduation, charged to double track, will about consume the difference.

The first estimate, including only the Eastern and Western Divisions, was as follows:

Eastern Division, from Harrisburg to Altoona, including the Hollidaysburg Branch, and exclusive of interest,	-	-	-	-	\$4,095,882
Western Division, including Blairsville Branch,					2,942,805
					<hr/>
Original estimate cost,	-	-	-	-	7,038,687
Actual cost	-	-	-	-	7,500,000

The present estimated cost of the whole Road, with a double track, is \$13,665,000, exclusive of outfit or portions of third track required for sidings. I have made no addition for interest, as it is certain that the interest account will be paid from the surplus receipts before the whole Road shall have been completed.

In accordance with the custom of my predecessors, I have included an estimate of \$2,990,000 for outfit required at this time, including that already furnished. The whole amount of outfit is so entirely dependent upon the prospective business, that there may be a difference of several millions in the limits between which it may vary; my views on this subject are given more particularly in another section.

#### BRIDGES.

The bridges on the Mountain Division have been constructed of iron, upon plans which are perfectly reliable. With a proper distribution of material, the cost of an iron bridge does not greatly exceed that of a wooden structure, and if properly proportioned, is more safe and preferable in every respect. The failures that have occurred upon other roads, were the result of defective proportions and of weakness that a calculation should



have exposed. Iron, where properly used, is more safe than timber, and I am decidedly of the opinion that none of the bridges on the Pennsylvania Rail Road should be rebuilt with wood—iron should be substituted in every case when renewals are required.

#### DOUBLE TRACK.

The graduation for double track is nearly completed throughout the whole line. Forces have been kept upon the heaviest points, and the iron can be laid as fast as delivered.

Before the summer of next year, the double track could, if the iron can be obtained, be finished upon the whole road; and previous to this time, a line of telegraph for the use of the Company will be in operation.

#### BRANCHES.

The Indiana Branch is an extension of the Road previously constructed to Blairsville. The whole distance from Blairsville to Indiana is  $16\frac{2}{10}$  miles, and the proportion of straight line to curves is nearly 2 to 1. The maximum gradient is  $84\frac{1}{2}$  feet per mile.

Cost of graduation at contract prices,	-	-	\$75,100
Superstructure—Ballast \$13,780, bridges \$5000, road			
superstructure \$95,000—	-	-	113,780
Water stations, engine houses, and other buildings,			10,000
			<hr/>
Total cost,	-	-	198,880
Amount of work done,	-	-	11,070
			<hr/>
Work to be done,	-	-	\$187,810

The whole road is now under contract, but the scarcity of laborers has prevented it from being prosecuted with great rapidity. This impediment is now removed by the completion of the Mountain Division, and the work will hereafter proceed as fast as it is desirable.

## UNIONTOWN BRANCH.

Previous to May 1st, 1853, a number of lines had been surveyed between Greensburg and Uniontown, and a location made upon a route passing through Connellsville, which was found to be the most favorable, but the result, however, was not satisfactory, the cost being much larger than was anticipated. It was found that a road with a single track, constructed after the model of the Western Division of the Pennsylvania Rail Road, with the same minimum radius of curvature, the same maximum gradients, and the same weight of rail, could not be built for less than \$800,000, which was \$200,000 more than the estimated cost based upon the representations of the parties interested in its construction. As it was desirable to locate the road so as to admit of extension, if at any future time it should be considered expedient to continue it to the Ohio river, further surveys were ordered, and after a careful examination of the whole country, a second location was made on a route farther west, passing along the Sewickly creek and Barren run, crossing the Youghiogheny river near Perryopolis, and following the Redstone to Uniontown. This route was found about  $2\frac{3}{4}$  miles longer than the first location, but not more expensive, and it offered the additional advantages of a more direct line to the South-West, a connection with the Monongahela navigation, the accommodation of Greene as well as Fayette county, and the prospect of securing the local business from a greater extent of country, without losing that which would be secured by the first location. My present opinion is, that the construction of the road upon the second location will be more to the advantage of the Company, and will accommodate the largest extent of territory—but an exploration of the whole country between Uniontown and the Ohio river would be desirable before the final decision of the question. Improvements upon either line could be made by an additional expenditure beyond \$800,000, but for this sum a good road with grades not exceeding  $52\frac{8}{10}$  feet, can be obtained. In this estimate is included only



the cost of the road; buildings and outfit would be extra, and would involve an additional expenditure of \$100,000. Plans, profiles and detailed estimates will be presented in a short time.

#### EQUIPMENT.

The duty of providing the equipment has, since the commencement of business upon the road, devolved upon the Superintendent, but as the estimates of the Engineer Department have included equipment as part of the expenditure of capital, it is proper to submit a few remarks upon this subject.

The number of cars and engines required to operate a rail road will depend upon the number of passengers and tons of freight moved, and the distance carried. Previous estimates were intended to include only a sufficient number to accommodate the limited business of a single track.

If we look at the present business of New York, and its prospective increase upon the completion of the Erie Canal enlargement, and suppose that Philadelphia upon the completion of her improvements shall be able to secure even a small portion of the trade which New York anticipates, the results are so startling that their realization would seem to be impossible. I feel a confident assurance, however, that with just legislation to permit the Pennsylvania Rail Road to compete with its rivals, with no other impediment to success than nature has presented, the full fruition of the most sanguine expectations of the friends and founders of this improvement may be more than realized.

The Reading Rail Road accommodates nearly two millions of tons annually, but a double track rail road during a heavy passenger business would have great difficulty in passing one million of tons of promiscuous freight. The Erie Canal now passes three millions of eastward freight, and when enlarged, its capacity will be seven millions. With the two rail roads in addition, New York will have the means of transporting nine millions of tons per annum. The capacity of an ordinary canal is rated at 20,000 lockages per annum, and with boats carrying



the average loading of the canal transportation lines, the Pennsylvania Canal could accommodate a business of 700,000 tons—but its actual through business is but little more than 100,000 tons.

If the Pennsylvania Rail Road be supposed capable of carrying one million of tons, the whole means of transportation which Philadelphia will possess will be less than two millions, or very considerably less than the present eastward trade to New York. I can see nothing unreasonable, therefore, in the supposition that the demands of trade upon the Pennsylvania Rail Road may reach one million of tons—the single item of bituminous coal, transported at about one and a quarter cents per ton per mile, could afford half a million of tons per annum, and allow a profit on the increased business. This trade, uniformly distributed over 300 days, and carried in trains averaging 100 tons, with engines running 100 miles per day, would require 150 trains to be in motion daily between Philadelphia and Pittsburgh; but as trade cannot be uniform, and as an average of 3330 tons per day would require a maximum of at least 5000 tons, the number of engines to supply the daily demand on 350 miles of road would be 175, which, with the usual allowance for extras and shop engines, would increase the number for freight purposes to 260—but even this allowance would be too small, for it supposes an equal distribution of the trade in each direction—whereas, the tonnage *to* New York is four times as heavy as the tonnage westward; should a similar proportion exist in Philadelphia trade, the accommodation of a million of tons would require at least 300 freight engines costing two and a half millions of dollars.

I have extended this calculation to cars, engine houses, depots, conductors, engineers, brakemen, shipping and receiving clerks, &c., &c., and computed the numerical strength of the army of warehouse, road and train laborers that will be required in the operation of such a machine; but it is not necessary at present to enter further into details.

It is sufficient to state that the whole original estimate for the

cost of the road for single track might be swallowed up in the equipment for a double track, with a business of a million of tons per annum. But it should be observed that the profits will increase with the business, and the gradual increase of equipment may be furnished in part from the surplus of the net receipts, without requiring large additional subscriptions or adding greatly to the capital, and without affecting the ordinary dividends to Stockholders.

I have already stated that I believe it possible to increase the business of the Pennsylvania Rail Road to this extent, and make it an instrument of incalculable good to the citizens of the State; but to attain these results, the repeal of the tonnage tax is indispensable; and LOW RATES, with MODERATE DIVIDENDS, must indicate the settled policy upon which the operations of the road are to be conducted. Increase of trade, activity of business, and the extension of our great cities, constitute objects of greater importance than large profits upon transportation. It is immeasurably better for the interests of every portion of the State that the road should do a large business, even with small profits, rather than realize the same profits from a smaller tonnage. Whatever legislative restrictions may be imposed or continued upon the tonnage of the road, the natural advantages of the route will enable the Board of Directors to earn for the Stockholders as large dividends as upon any rail road in America, if this should be desirable. A passenger business equal to that which is now passed over each mile of the Utica and Syracuse Rail Road would, at two cents per mile, yield a revenue of more than \$2,500,000. A single train of express freight, with the ordinary compensation for mails, would increase the gross revenue to nearly four millions of dollars per annum, without carrying a pound of ordinary freight; a revenue sufficient to pay a larger dividend than has ever been expected by the most exacting, and earned on a business which a single track could accommodate. Should such a policy be adopted, the expectation of revenue from taxing the freight business of the Company would be disappointed.



The State would receive almost nothing, and the community in general, not the Company, would be the sufferers. The trade not only of the Western States, but of Western Pennsylvania, would be monopolized by New York. The Pennsylvania Canal, even without transshipment and without toll, could not afford transportation at less than one cent per ton per mile. The Erie Canal, when enlarged, will be able to carry, tolls included, at seven mills per ton per mile, and pay ten per cent to the State on its whole cost.

The Pennsylvania Rail Road is the only improvement in the State that would be capable of competition with New York, and the large and profitable passenger business which it will be able to command, would, if the taxes were removed, enable the Company to carry heavy freight at less than cost, and still realize a large return upon the aggregate business—but a tax which amounts to one dollar per ton between Pittsburgh and Lancaster is unreasonable and prohibitory. Under its withering influence trade must decline, and the natural resources of our great State, which low rates of transportation would develop, the treasures of the mines and forests which would enrich our citizens and relieve our debt—must remain sealed and inaccessible, until relieved by enlightened legislation, and permitted to go forth on their beneficent mission to give employment to thousands of our citizens, disseminate wealth with its attendant benefits, and entitle the Keystone State to the prominent position which she claims in the Federal Arch.

An estimate of the expenditure required for the equipment of the Pennsylvania Rail Road, requires a knowledge of the future policy of the Legislature in reference to taxation, and any conclusions at this time would be purely conjectural—but if the present restrictions should be removed, it would seem essential to the interests of the Company and of the City of Philadelphia that a railway communication with the Delaware front should be secured. Nearly the whole of the cereal products of the West which are transported on the Lakes, amounting to twenty-seven millions of bushels annually, find their way to New York and



Boston, and two-thirds of the exports of these articles from the United States are from New York alone.

This trade cannot be drawn to Philadelphia by building more rail roads to the Lakes; a greatly increased distance and higher freights will not keep it from reaching the New York market; and to secure it, we must offer the inducements of superior shipping facilities—we must compensate by a large increase of our steam marine, for the superior maritime position of New York.

Philadelphia can build steam engines to compete with any in the world; her mechanics are without superiors; she can furnish coal and all the materials for construction more cheaply than any other city, and to these advantages she must look for the elements of her future greatness.

By a proper use of these, she can allure the trade of the West, the destination of which is influenced far more by the character of the market than by facilities for transportation. New York has now the advantage of cheaper transportation and a better market; but Philadelphia may become her equal and afford facilities for loading vessels and discharging cargoes, that will save time and expense, and render her port attractive.

A rail road terminus on the Delaware, either north or south of the City, with the privilege of using locomotives, steam communication with all the principal ports of the world, cheap fuel, direct importations and ample room for storage, will effect a revolution in the trade, and give the greatest possible impetus to the prosperity of Philadelphia.

#### NEW FREIGHT ROAD.

In your Fourth Annual Report as Chief Engineer, it is stated that “by continuing the maximum gradient of the Western Division through the Tunnel, we obtain the incidental advantage, if it should ever become desirable at a future period to avail ourselves of it, of overcoming the mountain by a single inclined

plane, worked by stationary power, to be used by the ascending freight trains only, instead of assistant locomotives on the steep gradients."

This paragraph has been the subject of so much comment, and there has been so much difference of opinion upon the subject of the relative economy of inclined planes and steep gradients in the practical operation of rail roads, that I have endeavored to satisfy myself and others by a calculation based upon data that will exhibit as nearly as possible the proper practical condition of the problem. It is necessary to observe that the motive power expenses of transporting freight between two given points will depend upon the arrangement of the gradients and plan of operation, as well as upon the kind of power and its mode of application. Results of a general character cannot be elicited from the consideration of a particular case; but enough can be ascertained to prove very satisfactorily that the suggestion referred to is based upon sound principles, and that when the business of the Pennsylvania Rail Road requires increased accommodations beyond a double track on the eastern slope of the Allegheny Mountain, it will be much better to construct a new road with inclined planes, to be used for the ascending tonnage, than to widen the present road bed for a third track.

In fact, I am satisfied that as a general rule transportation can be conducted more cheaply over a road overcoming great elevations with inclined planes worked by stationary steam power, than over a road of equal length on which the same elevation is overcome by steep gradients worked by locomotives.

Having written to the Superintendent of the Portage Rail Road for information in reference to the cost of working the planes upon that road, I was promptly furnished by him with the following statement of the expenses of Plane No. 8, the longest and most costly on the road.



Force—1 Engineer at \$2 per day,	\$2	
1 Assist't do “	1 25 “	1 25
2 Firemen “	1 12½ “	2 25
2 Hitchers “	1 12½ “	2 25
2 “ “	1 “	2
9 Horses “	70 “	6 30
2 Drivers “	70 “	1 40
Oil & Tallow “	3 “	3
100 bus Coal at 3 cts.,		3
Wear of Rollers,		2
		<hr/>
		\$25 45

Wire rope costs 56 cts. per foot. Plane No. 8 is 3117 feet long—whole cost of rope 3500 dollars. The average durability of the rope is one year. If the old rope be supposed to be worth nothing, the cost per day will be \$11 66. By other officers of the road I have been informed that the machinery of one of the planes, exclusive of rope and rollers, costs \$7500, the interest and repairs of which per day would be \$3. The total cost of the plane per day would therefore be \$40 11.

This plane rises 307 feet in 3117 feet, and to attain an equal elevation by means of stationary or locomotive power, we will assume that the roads in the two cases shall be of equal length, and that a level of four miles connects with a plane of 307 feet elevation.

The gross load of an engine, having the adhesion of 20 tons upon the drivers, is 650 tons upon a level, and 105 tons upon a grade of eighty feet to the mile. The cost of such an engine per day may be estimated as follows:

Cost of an Engine \$8500—interest per day, - \$1 70  
Running expenses per day, as per detailed report of the

Reading Rail Road Company—

Engineer,	-	-	-	3 00
Fireman,	-	-	-	1 50
Fuel,	-	-	-	18 58
Oil and Tallow,	-	-	-	1 16
Repairs of Engine and Tender,	4	89		
				<hr/>
				\$30 83



I have taken the expenses on the Reading Rail Road as furnishing a fairer average than the Pennsylvania Rail Road, the machinery having been longer in use, and the engines carrying full loads; but the expenses for repairs on the Pennsylvania Road are nearly the same, being \$4 92 per 100 miles. On the Pennsylvania Rail Road, as per report of last year, the Westmoreland, of 25 tons, cost \$20 51 per 100 miles for fuel; this engine usually carried full trains. I think, however, that it would be proper to calculate upon a greater economy in fuel, and will deduct \$5 per day from this item, and also 85 cents from the wages of the engineer and fireman, which will reduce the daily cost of a first class locomotive with full loads to \$25.

Eight hundred cars have been passed at one plane in five hours, but fifteen hundred cars, or seven hundred and fifty each way, is rated as a full day business for twelve hours. The gross weight of a car and loading is  $7\frac{1}{2}$  tons, which would give as the capacity of the plane 5620 tons each way in twelve hours. An engine travelling over a distance of four miles, could not accomplish more than ten round trips, or eighty miles daily, which is equal to the daily service on the Columbia Rail Road, it could transport on a grade of 80 feet 1050 tons per day; and  $5\frac{4}{10}$  engines would be required to carry the amount of freight that could be passed by the plane. With the plane would be a level of about  $3\frac{1}{2}$  miles, over which one engine would haul in two trips 6500 tons, which is 880 tons more than the capacity of the plane.

The data that have been given, and which are believed to present a fair statement of the question, give the following comparative results as the expense of motive power in overcoming an elevation of 300 feet in four miles by an inclined plane or a line of uniform ascent:

For inclined plane—Expense of plane per day,	-	\$40 15
Do engine on the level,		25 00
		<hr/>
Total,	- - - -	\$65 15
For steep gradient— $5\frac{4}{10}$ engines, at \$25 each,	-	135 00
		<hr/>
Difference in favor of plane,	- -	\$69 85

In other words, the expense of motive power in overcoming the elevation by means of the plane would be less than half as great as when locomotive power is employed. It is necessary to observe, that in estimating the expenses of the inclined plane, the data have been furnished by the Portage Rail Road, but with planes of modern construction, such as have more recently been brought into use, the expense of horse power and hitchers would be avoided, and only half the length of rope required; this would save on these items \$17 78. The other items remaining the same, would reduce the cost of operating the road with the plane to \$47 37, or very little more than one-third of that required by locomotive power.

If it should be proved practicable to reduce the cost of fuel in locomotives as much as ten dollars below the estimate first given, by the substitution of coal for wood, even then the stationary power on the plane would cost less than one-half as much as the locomotives.

Although the question of the relative economy of stationary and locomotive power has not been solved in a general manner by the example that has been considered, I believe that the results will apply to the question of the substitution of a road with inclined planes upon the Eastern slope of the Mountain, when the present road will become insufficient to accommodate the business—a period which will not be distant if the present Legislative restrictions upon the business of the road shall be removed, and if the principle of the largest possible business and the lowest rates that will yield a remunerative return to its Stockholders, shall be adopted as the fixed and permanent policy of the Company.

The present location upon the Eastern slope, notwithstanding the superior economy of stationary power is so completely in conformity with the principles which governed it, and the objects to be attained, that it would be difficult to suggest an improvement.

The Pennsylvania Rail Road is destined to become the great avenue for passenger travel, the shortest and best route between



the Atlantic Cities and the Great West; on such a road, inclined planes were, with the popular prejudices against them, inadmissible, and a steep gradient, on a short line, descending in favor of the heaviest tonnage was less objectionable than increased distance. The principles which should govern in the location of a road exclusively for freight, are entirely different, and in this case I would not hesitate to recommend inclined planes as in every respect the cheapest and the best, whenever the increase of business shall be sufficient to require them.

#### MISCELLANEOUS INFORMATION.

The improvements at the Freight Station at Thirteenth and Market streets, in Philadelphia, were so far completed on the 1st day of April, 1853, that a portion of the building was occupied at that time by the Transportation Department; additions and extensions have been made, subsequently, as fast as the possession of the ground could be obtained, and the requirements of business rendered necessary. It is hoped the further prosecution of the work will keep pace with the demands of transportation. Eighty-three hundred feet of sidings have been constructed by the Company at West Philadelphia, which will hereafter afford facilities for arranging the trains of the Pennsylvania Rail Road cars without interference with other parties, which will save much inconvenience and delay. The improvements at West Philadelphia will require extension as the business increases. Until permanent arrangements can be made for a Passenger Depot, the building owned by the Philadelphia, Wilmington and Baltimore Rail Road Company, at the south-east corner of Eleventh and Market streets, will be used for that purpose. Alterations are now being made to render it more convenient, and the present depot of Messrs. Bingham and Dock will probably be used for the way business.

The rail road iron now contracted for will be delivered by the close of the present year, and about 5000 tons more will be required for the main line and sidings, and 1250 tons for the



Indiana Branch. The length of the double track now laid and in use is about 37 miles.

The buildings at Altoona have been progressing rapidly, and since the plan of the Station House was decided upon by the Board, every possible exertion has been made to get it at least so far finished, by the time of opening the Mountain Division, that passengers of the express train could procure a meal. The most inclement weather this winter did not suspend operations, and much credit is due to the workmen who labored in the most exposed situations, upon the roof and on scaffolds and timbers covered with ice, with a determination that the building should be finished.

Much of the track on the Mountain was laid after snow had fallen to a considerable depth, and parties of men were employed to shovel the snow from the road bed and prepare it for the tracklayers. Temporary buildings have been erected on the Mountain Division for water stations, and the shanties left by contractors will be used for houses for road hands, until better buildings can be erected.

The whole cost of the Tunnel will be about \$450,000, or \$125 per lineal foot. It has been a very expensive work, owing to the character of the material; the fire clay, of which much of it consists, when exposed to the air and moisture, swells, cracks, and falls in large masses. Nearly the whole of the Tunnel will require arching. The work has been ably managed by the Assistant Engineer and the Contractor. During the year ending March, 1853, the average quantity of material removed from the Tunnel was 2768 cubic yards per month, and since that time, notwithstanding the fact that the completion of a portion of the work required the forces to be concentrated upon fewer points, the quantity removed per month has been 4555 cubic yards, an increase of 60 per cent.

At the former rate of progress, the Tunnel excavation could not have been completed before August, 1854. The increase was due chiefly to the energy with which the contractor pushed

the work, and the increased facility afforded him by substituting a more powerful engine at the west shaft.

The work on the Western Division, with the buildings and other improvements at Pittsburgh, and the Indiana Branch, have been under the charge of George W. Leuffer, Esq.

Thomas Seabrook has superintended the work on the Mountain Division and at Altoona.

Edmund Smith has had charge of the accounts of the Engineer Department, and the supervision of depots and other improvements at Philadelphia.

William W. Wright has conducted the surveys and location of the Uniontown Branch.

These gentlemen, as Principal Assistants, have rendered the Company efficient service, and their operations have been characterized by great fidelity, attention, energy and economy; the re-organization of their several corps having saved in the aggregate \$7620 per annum, in the item of salaries, with an efficient administration of the business of the department.

The Superintendent of the Portage Rail Road and his assistants have afforded us facilities that have greatly aided in the rapid prosecution of the work; and acknowledgments are due to Messrs. Ross, Phelps and Crawford for the assistance furnished.

Respectfully submitted,

H. HAUPT,  
*Chief Engineer.*

ESTIMATED COST OF WHOLE ROAD, INCLUDING DOUBLE TRACK.

DIVISIONS.	NAME OF ACCOUNT.	Last Estimate.	Present Estimate.	Amount Paid.	Total Estimated Cost
Eastern Division, including Hollidaysburg Branch.	Graduation and Superstructure, . . . . .	3,660,000 00	3,660,000 00	3,660,000 00	
	Engineering, . . . . .	145,000 00	145,000 00	145,000 00	
	Damages and Real Estate, . . . . .	245,000 00	245,000 00	245,000 00	
	Totals,	4,050,000 00	4,050,000 00	4,050,000 00	4,050,000 00
Mountain Division—Altoona to Stone Viaduct, A. P. R. R.	Graduation and Superstructure, . . . . .	2,300,000 00	2,615,000 00	2,214,531 83	
	Engineering, . . . . .	45,000 00	50,000 00	43,000 00	
	Damages and Real Estate, . . . . .	35,000 00	35,000 00	12,300 69	
	Totals,	2,380,000 00	2,700,000 00	2,269,832 52	2,700,000 00
Western Division, including Blairsville Branch.	Graduation and Superstructure, . . . . .	3,225,000 00	3,225,000 00	3,225,000 00	
	Engineering, . . . . .	115,000 00	115,000 00	115,000 00	
	Damages and Real Estate, . . . . .	110,000 00	110,000 00	110,000 00	
	Totals,	3,450,000 00	3,450,000 00	3,450,000 00	3,450,000 00
Total Cost of Road,					10,200,000 00
Outfit.	Workmen's Houses, . . . . .	40,000 00	100,000 00	62,720 91	
	Machine and Engine Houses, . . . . .	200,000 00	350,000 00	316,771 16	
	Station and Warehouses, . . . . .	250,000 00	475,000 00	425,425 16	
	Road Cars, . . . . .	25,000 00	30,000 00	24,596 12	
	Passenger Cars, . . . . .	200,000 00	225,000 00	163,643 26	
	Freight Cars, . . . . .	725,000 00	800,000 00	745,401 81	
	Locomotives, . . . . .	580,000 00	800,000 00	658,329 14	
	Shop Machinery, . . . . .	80,000 00	150,000 00	136,807 17	
	West Philadelphia Shops and Sidings, . . . . .	35,000 00	50,000 00	43,438 11	
	Shops, Sheds, &c., on Harrisburg and Lancaster Rail Road, . . . . .	10,000 00	10,000 00	6,203 85	
	Totals,	2,145,000 00	2,990,000 00	2,583,336 69	2,990,000 00
Total Cost of whole Road and Outfit,—Single Track,					13,190,000 00

DOUBLE TRACK.

Harrisburg to Pittsburg, . . . . .					
Graduation and Superstructure, &c., &c. . . . .	3,125,000 00	3,465,000 00	1,314,794 86	3,465,000 00	
Total Cost of whole Road, including Outfit, . . . . .					16,655,000 00





# REPORT

OF THE

## SUPERINTENDENT OF TRANSPORTATION.

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Transportation Department, Pennsylvania R. R.

Altoona, January 1, 1854.

To the President and Directors of the  
Pennsylvania Rail Road Company.

GENTLEMEN: The Annual Report of the Transportation Department for the year ending December 31, 1853, is herewith respectfully submitted.

The Total Receipts from all sources are as follows, viz:

From transportation of freight, motive power tolls, and tolls on individual cars, - - -	\$1,507,520 50
From passengers on Penna. Rail Road and con- necting lines, - - - - -	1,037,671 77
From emigrants, - - - - -	97,236 96
From Adams & Co.'s Express, - - -	38,124 65
From U. S. Mails, - - - - -	72,765 04
From rents "foremen and workmen's houses, &c.,"	8,008 14
From individuals and corporations, - - -	12,419 77
From sundries, - - - - -	1,142 54
Amount to - - - - -	<hr/> \$2,774,889 37

Amount brought forward, - - \$2,774,889 37

The Total Expenses are as follows, viz:

Motive power, - -	\$299,635 44
Conducting transportation, " including tolls paid to Columbia, Portage, and Harrisburg and Lancaster Rail Roads, -	1,161,607 15
Maintenance of Way, - -	86,972 36
Maintenance of Cars, -	125,466 34
	<hr/> \$1,673,681 29

Leaving of net receipts - \$1,101,208 08

Cost of the whole average length of road in use for 1853 with equipment will not exceed \$11,500,000—making net profits nearly equal to 10 per cent. on this cost.

The Balance Sheet of the whole transactions during the year is as follows, viz:

#### TRANSPORTATION DEPARTMENT, DR.

To amount stock on hand January 1, 1853, - - -	\$81,690 62
To amount of bills during 1853,	2,107,025 18
To amount of pay rolls, do	694,472 09
To amount of receipts, do	2,774,889 37
	<hr/> \$5,658,077 26

#### TRANSPORTATION DEPARTMENT, CR.

By amount of—

Motive power expenses for 1853,	\$299,635 44
Conducting transportation, -	1,161,607 15
Maintenance of way, -	86,972 36
Maintenance of cars, - -	125,466 34
Charged to construct'n & equipm't,	1,064,694 29
Receipts for 1853, - -	2,774,889 37
Road and shop stock on hand Jan. 1, 1854, - - -	144,812 31
	<hr/> \$5,658,077 26



Detailed Statements, exhibiting each item of expense, will be found in accompanying documents, marked as follows, viz :

Conducting Transportation, Passenger Department, Eastern and Western Division.

Conducting Transportation, Freight Department, Eastern and Western Division.

Motive Power, Eastern and Western Division.

Maintenance of Cars, Eastern and Western Division.

Maintenance of Way, Eastern and Western Division.

Construction and Equipment (in connection with Transportation Department), Eastern and Western Division. A Detailed Statement, exhibiting each item of Receipts, will also be found accompanying, and headed "General Statement," "Freight and Passenger Receipts," &c. The Reports made by the Assistant Superintendents to the Superintendent are all of a highly satisfactory character. The Reports of the 1st and 2d Assistants are submitted in full, as they embrace the details of the Road and Motive Power Departments, which are under their immediate charge, and these, together with Tabular Statements furnished by the General Ticket Agent, and the Chief Clerk of the Freight Department, I think, will be found sufficiently explicit to afford all the information necessary to render the General Statements satisfactory and intelligible. These Statements will be found under the following heads, viz :

"Mileage and Expenses of Engines."

"Passengers carried to and from each Station on Pennsylvania Rail Road, Harrisburg and Lancaster Rail Road, and Columbia Branch Rail Road."

"Passengers carried over Pennsylvania Rail Road, from and to Foreign Stations."

"Passenger Mileage."

"Statement of Tonnage from and received at each Station, for the year; and a Statement containing General Information from Books of Freight Department, of Tonnage, Mileage, State Tax, Receipts for Freight, &c., &c."

The completion of the Mountain Division of the Road early in February next, is now confidently anticipated, when the entire line of the Pennsylvania Rail Road between Harrisburg and Pittsburgh will be brought into use by this Department.

The results of the past have been sufficient to warrant the belief that the business of the Road will fully meet the expectation of its friends, and it only needs that exemption from Legislative restrictions which will place it on an equality with its rivals, to enable you to offer the most favorable terms for the trade and travel from abroad, and which would at the same time be conducive in an increased degree in the development of the resources and promotion of the general prosperity of that section of the State through which it passes.

In conclusion, I beg leave to acknowledge the able manner in which I have been seconded by the Assistant Superintendents in their respective departments, and also the general willingness of all in authority to render their services satisfactory to their employers, and to

Your obedient servant,

HERMAN J. LOMBAERT,

*Superintendent.*

# REPORT

OF THE

## FIRST ASSISTANT SUPERINTENDENT.

---

Altoona, December 31, 1853.

H. J. LOMBAERT, Esq.,

Superintendent Pennsylvania Rail Road.

SIR: The following is a brief history of the operations of the maintenance of Way Department during the year 1853, with a statement of the present situation of the road bed, tracks, bridges, buildings, &c.

The graduation and superstructure for the double track between Harrisburg and Huntingdon being placed in the hands of the Superintendent, that part from Mifflin to Lewistown was commenced immediately after the first January. The grading and ballasting was in readiness for the superstructure (except around the Bluff below Lewistown) by the 1st of June; the part from Harrisburg to the Susquehanna Bridge was graded, ballasted, and the track laid, ready for use early in the fall; and the portion



between the Susquehanna Bridge and Mifflin has been graded at all the heavy points, except at the notch below Duncannon; the balance of the grading and ballasting to complete the road from Harrisburg to Lewistown, can be finished within three months if found necessary. No grading or ballasting has been done between Lewistown and Huntingdon, except at stations where the second track has been graded and ballasted one mile in length for siding room. An estimate of the cost of work yet to be done between Harrisburg and Huntingdon has been furnished to the President, Mr. Thomson. The work done to the second track above Huntingdon has been in charge of H. Haupt, Esq., Chief Engineer. His Report will show the progress of that part of the line.

The road bed has become quite solid, very little expense being required to keep up the embankments to their proper level.

The expense of ditching has been much less than that of last year, and by the time the double track is completed, will be but a small item in the yearly expenditures.

The interruptions to trains from slides during the year have been few, the most important one taking place at the slip rock, above Mexico. The track at this point has been temporarily altered to go around, and far enough off from the hills, so that should another slide take place, the track will be out of reach of the material which will fall. The deep cut above Newton Hamilton has been thoroughly cleaned out, and the earth stripped from the rock on each side of the cut five feet from the edges, and ditches dug back of the slope, to carry off the wash from the hill sides; other points along the road have been improved, and all those that were considered dangerous.

The road is generally well ballasted, some ballast being required to raise the ties and rail to their proper level; this expense in the course of another season will be small.

About 10,000 cross ties have been used during the year; a majority of the ties laid in gravel ballast, between Harrisburg and Susquehanna Bridge, have been renewed, those in stone ballast appear to be but little affected.

The rail is in good order, few portions having been removed, except those broken by stones falling on them from side cuts, or having been broken by engines getting off the track. The chairs generally are perfect.

On account of heavy freight engines, we have been compelled to use a large number of spikes on the curves, and where hard curves occur, a half chair has been placed at the middle of the outside rail, to prevent the engines from shoving the rail out of place.

During the year, new sidings have been put in at the following places: Mifflin, Mount Union, Krotzers, Tipton, and at the brick yard above Bell's Mills. They are all parts of the second track, except the one at Tipton, which is a siding proper. The sidings at Baileys, Mifflin, McVeytown, Mill Creek, and Fostoria have been lengthened to one mile, and at most of the other stations, the grading and ballasting have been prepared for the purpose of lengthening them all to a mile in length.

The warehouse at Newton Hamilton, and warehouse and passenger station at Tyrone City, in progress at the last report, have been completed. An addition to the passenger station at Millerstown has been made for a residence of the agent. Seven Foremen's houses have been finished during the year, leaving four yet to be erected to stock the road completely for single track.

The tubs at most of the water stations have proved to be too small; additions have been made to several; a reservoir has been built at Warrior Ridge, holding 22,000 gallons; one is building at Mifflin, which will contain 120,000 gallons; the stream at this place cannot furnish water sufficient for the business at that point; arrangements have been made to pump the water from the river with the stationary engine at that place. A new water station has been nearly completed at the foot of Lewistown narrows. A water station will be required four and a half miles above Harrisburg, one at Newport, one at Tuscarora; at these points, the ground and water rights have been secured. Stations will be required at Juniata Bridge, one near Mill Creek, one at



Tipton, and one at Bell's Mills; plans and estimates of these buildings will be made out and submitted to you for your approbation.

The stock of wood on hand is larger than on the first of January; contracts with reliable men have been made at different points on the road, which will ensure a full supply during the season.

The employees in this Department have, with very few exceptions, attended to their duties faithfully; during the year, but one accident happened to the trains, chargeable to neglect of duty; none are retained but those that are sober, industrious, and attentive to their duties.

I cannot close without recommending an increase of pay to the Supervisors. Their present compensation, I believe, is less than on other roads. They are good men; their duties are hard, and I think worth a better reward than they are now receiving.

Respectfully,

GEO. R. MOWRY,

*First Assistant Sup't.*



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# REPORT

OF THE

## SECOND ASSISTANT SUPERINTENDENT.

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Altoona, December 31, 1853.

H. J. LOMBAERT, Esq.,  
Superintendent Pennsylvania Rail Road,

Herewith is transmitted the Report of the Chief Clerk of the Motive Power Department, showing the number of Engines on the road, their mileage and expenses during the past year.

Also, the Report of the Car Inspector, showing the number of cars of all kinds on the road at this date.

Since last report, 35 new engines have been placed upon the road, viz:

- 4 Heavy Winans' Coal Burners.
- 10 Twenty-five ton Coal Burners.
- 7 Twenty-four do do
- 14 First class Passenger Engines.

Our machine shops at Altoona have been brought into operation during the season, and have assisted materially in keeping up the machinery which the increased business of the road demanded.

There have also been built there during the summer and autumn six spans of double track wrought and cast iron truss bridges for the Mountain Division, and a three span boiler plate bridge for the same division is rapidly approaching completion and erection.

The shop at Pittsburgh has also been brought into operation, and all the necessary repairs to 32 engines are done at that point and at Conemaugh.

Such repairs as are needed by passenger and freight cars on the Western Division, are also done there.

At Mifflin shop, engines running with freight between Mifflin and Harrisburg and Columbia, and part of the engines running westward from Mifflin, are kept in repair.

At Harrisburg, additional shelter for locomotives being needed, a temporary building large enough to accommodate six engines has been erected.

Engines running between Harrisburg and Columbia and Dillerville, and passenger engines east and west from Harrisburg, are repaired there. Also, necessary repairs to passenger cars running between Harrisburg and Philadelphia.

New tools have been added, and our facilities for doing repairs to engines and cars have been much increased at all our shops during the past year.

#### PASSENGER CARS.

The Report of the Car Inspector shows that we have now on the road—

31 wide cars, adapted to the Pennsylvania, and Harrisburg and Lancaster Rail Roads.

Of the above, one car is now in Altoona shop undergoing repairs; the remaining 30 are all in good running order.

Since Dec. 31, 1852, four new cars have been put on the road by Kimball & Gorton, and four by Fales & Gray.

Eleven of the old cars have been rebuilt at the Altoona shops during the past year (1853).

38 narrow passenger cars, adapted to the State Roads.

Since last Annual Report, three narrow passenger cars (old cars bought from the lines) have been converted into emigrant cars. Two new have been added to the stock, which reduces the whole number one car.

All of the above cars are in good condition.

#### EMIGRANT CARS.

28 eight wheeled cars, adapted to the whole road from Philadelphia to Pittsburgh.

Since last Report, seven of the old line emigrant cars have been destroyed, being unfit for service; and six new cars have been built at the West Philadelphia shop.

Three old passenger cars have been converted into emigrant cars, increasing the whole number two cars.

All the above cars are in good running order, except three, which are old line cars.

#### BAGGAGE CARS.

24 eight wheeled baggage cars, adapted to the whole line of the road.

All of the above cars are in good running order. Since last Report, one of the old cars bought of the Eagle line has been destroyed, being unfit for service, and one new baggage car has been built at the Altoona shop.



## FREIGHT CARS.

1012 eight-wheeled Box Cars.  
 109 four-wheeled Box Cars.  
 119 eight-wheeled Stock Cars.  
 100 eight-wheeled Iron Trucks.  
 43 eight-wheeled Wood Trucks.  
 28 four-wheeled Coal Cars.

Making in all 2685 four-wheeled cars.

Of the above number, but three are out of service; they were broken on the morning of Dec. 30, 1853.

During the year 1853, new cars as follows were built at Altoona shop, viz:

1 four-wheeled Box Car.  
 45 eight-wheeled do  
 2 do Iron Trucks.

10 four-wheeled Coal Cars—Total four-wheeled Cars, 105

During the same period, Cars were rebuilt as follows, at Altoona shop:

5 four-wheeled Box Cars.  
 25 eight-wheeled do  
 2 do Stock Cars.  
 9 do Wood Trucks.  
 9 do Iron Trucks—Total four-wheeled Cars, 95

At West Philadelphia shop, new Cars built during 1853:

1 four-wheeled Box Car.  
 37 eight-wheeled do  
 12 do Iron Trucks—Total four-wheeled Cars, 99

At Harrisburg shop, new Cars built during 1853:

1 four-wheeled Box Car.  
 1 eight-wheeled Wood Truck—Total four-wheeled Cars, 3

At Mifflin shop:

4 new eight-wheeled Wood Trucks—Total four-wheeled Cars, 8.

Making a total of 310 four-wheeled Cars, new and rebuilt at the shops of the Pennsylvania Rail Road Company during the year 1853.

Since last Report, new Cars as follows have been built by contract, and placed upon the road, viz:

342 eight-wheeled Box Cars.

20 do Stock Cars.

18 four-wheeled Coal Cars.

As a general thing, the men in this Department have performed their duties in a manner creditable to themselves, and satisfactory to their employers.

Respectfully submitted,

ENOCH LEWIS,

*Second Assistant Sup't.*

# No. 1.

## ANNUAL REPORT, 1853.

GENERAL STATEMENT.				Dr.	Cr.	
TO AMOUNT OF RECEIPTS						
From Freight at Stations,	-					
From Tolls on Individual Fares,		\$1,480,656	45		\$299,635	44
From Harrisburg and Lancaster R. R. Co., for Motive Power,		17,705	46		749,138	65
		9,158	59			
From First Class Passengers,		1,037,671	77		412,468	50
From Emigrant Passengers,	-	97,236	96		86,972	36
From Adams & Co.'s Express,		38,124	65		125,466	34
From Carrying Mails,	-	72,765	04			
					\$1,673,681	29
					1,101,208	08
From Rents,	-	8,008	14			
From Individuals and Corporat'ns,		12,419	77			
From Sundries,	-	1,142	54			
					\$2,774,889	37

\* Including \$37,064 38 Baltimore and Susquehanna R. R. Tolls,  
 " 62,867 89 Harrisburg and Lancaster "  
 " 299,266 18 State Tolls (Columbia R. R. \$186,112 91, Portage R. R. \$113,153 07).  
 " 76,684 31 State Tax.

† Including \$87,302 87 Col. R. R. Tolls on Emigrants, and Tickets redeemed from Bingham & Dock.  
 " 92,471 75 Tolls on Allegheny Portage R. R.  
 " 94,824 62 Tolls on Harrisburg and Lancaster R. R.

THOS. R. DAVIS,  
*Ch. Clerk Trans. Department.*



No. 2.

STATEMENT OF MONTHLY RECEIPTS AND EXPENDITURES.

DATE.	GROSS REC'TS.	EXPENDITURE.	NET RECEIPTS.
January, - - -	\$235,383 28	\$124,729 25	110,654 03
February, - - -	285,068 49	128,163 20	156,905 29
March, - - -	311,591 92	168,206 07	143,385 85
April, - - -	260,334 43	140,637 62	119,696 81
May, - - -	185,767 91	121,945 27	63,822 64
June, - - -	150,328 73	114,096 41	36,232 32
July, - - -	148,560 84	* 170,545 78	—21,984 94
August, - - -	225,312 57	128,764 97	96,547 60
September, - - -	248,528 10	130,489 51	118,038 59
October, - - -	234,193 99	131,862 19	102,331 80
November, - - -	237,536 76	132,247 58	105,289 18
December, - - -	252,282 35	* 181,993 44	70,288 91
	\$2,774,889 37	\$1,673,681 29	\$1,101,208 08

\* Including State Tax.

## ANNUAL REPORT, 1853.

PASSENGER RECEIPTS.																						
FREIGHT RECEIPTS.					PASSENGER RECEIPTS.																	
FREIGHT PROPER.					COLUMBIA RAILROAD LINE.					COLUMBIA BRANCH R. R.					HARRISBURG & LANCASTER R. R.							
DATE.	From Freight at Stations.	From Tolls on Ind. cars.	From Harrisburg and Lan. Co. for Motive Power.	From Sundry Sources.	TOTALS.	From 1st class passengers to & from points West of Colum-bia R. R.	From Emigrant Passengers.	For carrying U. S. Mails.	TOTALS.	From 1st Class Passengers.	From Emigrant Passengers.	For carrying U. S. Mails.	TOTALS.	From 1st Class Passengers.	From Emigrant Passengers.	For carrying U. S. Mails.	TOTALS.	From 1st Class Passengers.	From Emigrant Passengers.	For carrying U. S. Mails.	TOTALS.	
Jan.,	174201 85	969 16	909 90		176080 91	2221 55	589 33	1229 16	4040 04	937 20	101 97	67 92	1107 09	5766 70	48 24	319 95	600 00	6734 89	5766 70	48 24	319 95	600 00
Feb.,	212158 99	770 40	863 35		213792 74	2880 88	918 68	1229 16	5028 72	755 70	207 76	67 92	1031 38	6519 93	99 27	370 45	600 00	7589 65	6519 93	99 27	370 45	600 00
Mar.,	197202 76	829 32	1030 48		199062 56	7494 45	1251 23	1229 16	9944 84	1506 67	317 10	67 92	1891 69	11175 84	152 30	388 94	600 00	12317 08	11175 84	152 30	388 94	600 00
April,	133878 28	1120 93	996 34		135995 55	8824 18	1660 77	1229 16	11714 11	2858 30	441 86	67 92	3368 08	12395 40	212 16	316 72	600 00	13524 28	12395 40	212 16	316 72	600 00
May,	76177 64	1335 08	627 96		78140 68	7016 85	1767 75	1229 16	10374 21	1026 35	382 94	67 92	1477 21	9757 40	180 05	284 32	600 00	10821 77	9757 40	180 05	284 32	600 00
June,	47359 88	1286 09	516 24		49162 21	7061 82	2803 97	1229 16	11589 53	832 10	571 04	67 92	1471 06	8235 49	269 99	161 21	600 00	9266 69	8235 49	269 99	161 21	600 00
July,	43357 26	876 93	516 04	693 08	45443 31	7722 24	1393 45	1229 16	10743 66	1036 37	298 63	67 92	1402 82	8943 40	152 79	194 42	600 00	9890 61	8943 40	152 79	194 42	600 00
Aug.,	97686 89	1369 88	665 65	1929 09	101651 51	7529 58	2124 95	1229 16	11282 50	1103 20	449 79	67 92	1620 91	10772 33	227 03	303 57	600 00	11902 93	10772 33	227 03	303 57	600 00
Sept.,	93837 11	1946 47	684 25	17115 68	113583 51	7390 92	1955 24	1229 16	10974 12	937 25	447 51	67 92	1452 68	10753 72	222 54	384 06	600 00	11960 32	10753 72	222 54	384 06	600 00
Oct.,	98906 76	2384 56	814 83	2377 85	104484 00	8254 14	1841 04	1229 16	11723 14	1168 49	431 14	67 92	1667 55	11188 97	210 60	255 28	600 00	12254 85	11188 97	210 60	255 28	600 00
Nov.,	123603 59	2009 05	768 29	8910 86	135291 79	5181 35	2495 60	1229 16	9304 91	1107 60	558 32	67 92	1733 84	8394 85	269 04	226 65	600 00	9490 54	8394 85	269 04	226 65	600 00
Dec.,	147890 86	2807 59	765 26	3368 02	154831 73	4797 02	2716 85	1229 24	9141 75	840 92	580 11	67 92	1458 95	8222 77	280 29	301 10	600 00	9404 16	8222 77	280 29	301 10	600 00
Totals	1446261 87	17705 46	9158 59	34394 58	1507520 50	79592 67	21518 86	14750 00	115861 53	14110 15	4788 07	815 04	1									

# No. 3. GENERAL STATEMENT--Continued.

PASSENGER RECEIPTS.																								
ALLEGHENY PORTAGE R. R.										PENNSYLVANIA RAILROAD—West'n Div.										MISCELLANEOUS.				
PENNSYLVANIA RAILROAD—East'n Div.										TOTALS.										TOTALS.				
DATE.	From 1st Class	From Emigrant	Passengers.	From Adams's	Express.	For carrying U. S. Mails.	From Emigrant	Passengers.	TOTALS.	From 1st Class	From Emigrant	Passengers.	From Adams's	Express.	For carrying U. S. Mails.	TOTALS.	From Rents.	From Indiv- duals & Cor- porations.	From Sundries	TOTALS.				
Jan.,	19797 33	795 93	1286 56	2283 33	24163 15	4812 20	147 39	450 00	5409 59	12960 83	482 25	1124 18	1433 33	16000 59	574 37	245 51	1027 14	235383 28						
Feb.,	24015 40	1683 40	2226 15	2283 33	30208 28	6098 06	323 31	450 00	6871 37	16172 45	973 93	1359 64	1433 33	19939 35	582 16	24 84		285068 49						
Mar.,	39746 30	2435 64	2268 80	2283 33	46734 07	10244 27	474 37	450 00	11168 64	25724 14	1447 76	1231 71	1433 33	29836 94	602 80	33 30		311591 92						
April,	46297 81	3124 37	1576 75	2283 33	53192 26	10292 47	593 73	450 00	11336 20	25219 37	1845 94	1713 32	1433 33	30211 96	618 41	373 58		260334 43						
May,	37132 89	2891 69	1598 25	2283 33	43906 16	9438 31	529 72	450 00	10418 03	24834 10	1649 42	1303 57	1433 33	29220 42	621 53	787 90		185767 91						
June,	32047 93	4646 58	940 39	2283 33	39918 23	8335 46	890 87	450 00	9676 33	22050 42	3508 62	510 50	1433 33	27502 87	625 50	1116 31		150328 73						
July,	34058 65	2311 85	1211 95	2283 33	39865 78	8650 82	432 27	450 00	9533 09	26073 51	1502 50	979 74	1433 33	29989 08	481 80	1210 69	115 40	148560 84						
Aug.,	41223 76	3621 71	1713 72	2283 33	48842 52	10417 24	744 79	450 00	11612 03	30710 40	2756 74	1268 93	1433 33	36169 40	693 91	1421 46		225312 57						
Sept.,	43381 76	3571 07	2303 72	2283 33	51539 88	11949 28	708 58	450 00	13107 86	37543 52	2730 51	1905 03	1433 33	43612 39	961 28	1336 06		248528 10						
Oct.,	44224 24	3681 96	1638 31	2283 33	51827 84	11689 49	719 41	450 00	12858 90	31032 12	2752 88	1059 21	1433 33	36277 54	739 17	2361 00		234193 99						
Nov.,	33391 43	3748 54	1286 47	2283 33	40709 77	8805 27	733 14	450 00	9988 41	23481 53	3157 04	1054 28	1433 33	29126 18	752 74	1138 58		237536 76						
Dec.,	31787 49	3909 97	1845 53	2283 37	39826 36	7353 35	737 91	450 00	8541 26	20938 55	2339 94	1211 27	1433 33	25923 13	754 47	2370 54		252282 35						
Totals	427014 99	36422 71	19896 60	27400 00	510734 30	108086 22	7035 49	5400 00	120521 71	296740 94	25147 53	14721 38	17200 00	353809 85	8008 14	12419 77	1142 54	2774889 37						

THOMAS R. DAVIS,  
*Chief Clerk Transportation Department.*



# No. 4. ANNUAL REPORT, 1853.

STATEMENT showing monthly Totals of various Class-Receipts of Pennsylvania Railroad and connecting Roads, throughout the year 1853.

CLASS.	January.	February.	March.	April.	May.	June.	July.	August.	Septem'r.	October.	November.	December.	TOTAL.
FREIGHT RECEIPTS.													
From Freight at Stations, . . . .	174,201 85	212,158 99	197,202 76	133,878 28	76,177 64	47,359 88	43,357 26	97,686 89	93,837 11	98,906 76	123,603 59	147,890 86	1,446,261 87
From tolls on individual cars, . . .	969 16	770 40	829 32	1,120 93	1,335 08	1,286 09	876 93	1,369 88	1,946 47	2,384 56	2,009 05	2,807 59	17,705 46
From Harrisburg and Lancaster Co., for motive power, . . . .	909 90	863 35	1,030 48	996 34	627 96	516 24	516 04	665 65	684 25	813 83	768 29	765 26	9,158 59
From sundries, . . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	693 08	1,929 09	17,115 68	2,377 85	8,910 86	3,368 02	34,394 58
PASSENGER RECEIPTS.													
From First Class Passengers, . . .	46,495 81	56,442 42	95,861 67	105,797 53	89,566 35	79,057 80	86,883 80	102,155 32	112,355 25	107,956 25	80,760 83	74,338 74	1,037,671 77
From Emigrant Passengers, . . .	2,165 11	4,206 35	6,078 40	7,878 83	7,401 57	12,691 07	6,091 39	9,925 01	9,635 45	9,637 03	10,961 68	10,565 07	97,236 96
From Adams & Co.'s Express, . . .	2,730 69	3,956 24	3,889 45	3,606 79	3,186 14	1,612 10	2,386 11	3,286 22	4,592 81	2,952 80	2,567 40	2,357 90	38,124 65
From carrying Mails, . . . .	6,063 74	6,063 74	6,063 74	6,663 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 90	72,765 04
MISCELLANEOUS RECEIPTS.													
From Rents, . . . .	574 37	582 16	602 80	618 41	621 53	625 50	481 80	693 91	961 28	739 17	752 74	754 47	8,008 14
From Individuals and Corporations, .	245 51	24 84	33 30	373 58	787 90	1,116 31	1,210 69	1,421 46	1,336 06	2,361 00	1,138 58	2,370 54	12,419 77
From sundries, . . . .	1,027 14	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	115 40	. . . .	. . . .	. . . .	. . . .	1,142 54
Totals, . . . .	235,383 28	285,068 49	311,591 92	260,334 43	185,767 91	150,328 73	148,560 81	225,312 57	248,528 10	234,193 09	237,536 76	252,282 35	\$2,774,889 37

THOMAS R. DAVIS, Chief Clerk Transportation Department.

STATEMENT Exhibiting Monthly Passenger Receipts of each Station, Pennsylvania Rail Road, for the year 1853.

S T A T I O N S.		JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
A.	Philadelphia, -	\$6,351 53	9,551 50	26,150 52	33,765 95	20,505 54	21,786 95	21,886 43	13,433 90	34,189 37	33,218 32	24,580 40	17,064 68
S.	Lancaster, -	3,138 67	3,338 02	5,487 10	5,947 55	3,653 97	3,193 50	3,888 45	4,623 90	5,305 47	5,006 87	4,117 37	3,504 42
V.	Columbia, -	346 25	242 00	565 28	929 30	390 12	311 70	400 92	486 22	413 50	369 40	411 80	300 23
10	Chicoria, -	12 35	10 95	8 95	5 90	9 65	14 10	19 10	10 65	7 20	8 75	7 45	11 70
9	Marietta, -	120 05	96 05	338 15	1,828 00	193 75	109 90	150 85	137 90	99 90	119 40	192 25	123 50
8	Shock's Mills, -	13 80	13 25	15 85	15 05	25 60	16 30	14 15	15 00	10 15	14 50	12 55	12 80
7	Bainbridge, -	47 80	45 00	76 30	102 60	44 30	48 60	45 25	53 68	64 05	38 10	73 70	42 35
6	Collins, -	12 95	16 60	17 45	30 75	7 05	9 10	12 10	6 25	6 20	9 00	13 85	11 05
5	Falmouth, -	10 40	12 50	7 05	17 60	11 15	7 35	9 05	6 35	3 70	7 05	7 90	10 50
4	Buck Lock, -	80	1 90	7 05	7 40	1 90	2 00	3 25	1 60	2 50	2 35	4 55	1 55
4	Landisville, -	3 65	6 00	5 00	7 50	5 40	7 35	4 40	10 05	4 40	19 60	5 25	4 30
6	Mount Joy, -	161 10	137 75	299 30	521 15	199 08	161 00	193 90	194 80	146 70	192 05	162 10	191 87
7	Elizabethtown, -	127 00	102 38	133 00	166 12	118 72	74 90	94 57	129 17	72 42	84 35	107 30	125 85
9	Middletown, -	271 80	245 80	380 32	980 60	339 75	225 77	299 25	303 80	199 10	209 65	306 20	271 95
10	Higspire, -	13 85	7 90	28 00	88 80	22 10	24 50	20 05	34 48	15 85	21 35	21 90	13 95
11	Harrisburg, -	4,810 30	4,877 88	9,214 68	17,448 45	11,132 18	6,955 80	8,187 82	9,960 35	11,935 23	10,519 92	9,702 78	6,669 30
12	Rockville, -	16 30	35 90	44 30	157 30	34 85	3 10	14 55	50 82	4 25	13 40	26 40	36 55
13	Cove, -	15 90	5 05	5 35	10 65	8 55	6 50	21 13	22 43	12 97	13 82	7 75	24 45
14	Duncannon, -	204 32	132 57	237 97	446 70	324 95	317 95	478 10	572 97	476 90	343 05	341 87	329 80
15	Acqueduct, -	157 28	109 15	443 33	1,925 73	1,797 80	1,399 93	1,224 90	1,835 08	1,881 75	2,674 28	1,500 32	342 15
16	Bailey's, -	32 55	14 45	30 60	24 65	5 60	27 50	20 70	17 45	14 95	13 75	17 95	19 50
17	Newport, -	203 59	167 72	500 65	532 30	449 07	325 55	309 35	503 27	450 45	813 55	356 40	369 42
18	Millerstown, -	160 37	195 20	338 07	535 77	451 43	313 87	319 25	435 10	352 72	614 88	378 00	392 00
19	Thompsonstown, -	36 20	26 70	29 60	22 35	23 82	13 98	9 35	15 70	31 35	13 45	10 60	15 65
20	Mexico, -	11 25	12 95	15 60	21 90	21 50	7 10	3 45	18 00	2 15	9 45	5 40	1 65
21	Perryville, -	79 88	80 65	240 20	150 10	191 78	270 20	263 33	310 25	421 63	412 07	255 60	257 30
22	Mifflin, -	416 95	445 10	739 78	835 60	722 05	543 05	510 82	585 30	764 75	703 55	697 20	397 85
23	Lewistown, -	984 45	1,074 48	1,780 47	2,083 53	1,874 85	1,560 47	1,799 35	1,902 05	2,618 60	2,679 55	1,913 65	1,685 00
24	Anderson's, -	3 95	5 65	8 55	21 30	8 05	11 60	19 00	18 05	19 65	6 05	13 85	4 95
25	McVeytown, -	247 17	259 60	273 70	268 67	259 50	265 05	270 40	325 40	408 37	314 18	381 30	250 00
25 1/2	Manayunk, -	45	4 60	15	7 85	3 60	5 15	7 45	2 68	1 50	27 65	19 30	13 50
26	Newton Hamilton, -	90 90	78 75	111 15	161 98	129 07	105 58	166 70	159 15	197 75	164 50	183 07	198 83
27	Mount Union, -	232 68	177 58	384 82	645 70	446 50	335 53	365 57	536 65	668 73	696 45	489 63	381 70
28	Mapleton, -	23 40	18 30	39 20	44 25	14 95	13 00	11 05	16 07	22 30	15 65	31 35	6 80
29	Mill Creek, -	96 75	73 47	85 28	286 62	221 03	164 87	175 60	187 78	350 35	303 10	198 45	175 90
30	Huntingdon, -	605 70	486 80	691 60	788 95	728 90	765 65	766 28	1,193 37	1,033 17	1,012 67	830 78	734 60



## No. 5.—continued.

## STATEMENT Exhibiting Monthly Passenger Receipts of each Station, Pennsylvania Rail Road, for the year 1853.

STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
31 Petersburg,	144 82	110 78	185 50	285 67	298 13	244 88	375 47	378 20	679 80	537 10	355 30	313 50
31½ Barree, -	1 30	3 80	4 95	7 75	7 15	13 55	16 95	12 20	19 90	20 55	11 25	13 55
32 Spruce Creek,	475 13	432 75	569 23	818 82	787 65	642 22	575 63	673 95	1,071 53	978 00	668 40	458 85
32½ Birmingham,	79 58	75 67	114 72	76 55	134 07	106 05	197 50	206 30	232 57	169 08	126 12	119 70
33 Tyrone, -	341 60	478 43	516 53	905 40	1,127 65	912 20	729 90	1,220 10	1,396 70	1,314 40	1,023 80	835 45
33½ Tipton's, -		60 60	70 35	77 15	151 10	23 48	18 45	45 15	25 65	57 95	30 25	51 55
34 Fostoria, -	49 42	43 70	50 75	118 20	189 95	90 25	123 65	96 88	126 95	125 45	87 05	113 25
34½ Bell's Mills,	69 05	517 88	765 65	1,102 85	991 48	142 25	145 20	317 45	300 70	256 42	109 43	110 33
35 Altoona, -	424 78	2,156 20	2,924 40	4,101 30	3,183 22	1,053 38	1,192 95	1,460 75	1,762 90	1,763 90	1,169 97	1,388 05
36 Holidaysburg,	2,435 72	14 50	21 00	4,101 30	3,183 22	3,559 92	4,219 68	4,586 60	4,797 85	4,659 15	3,534 12	3,469 77
37 Plane No. 9,	26 40	36 20	17 40	21 35	15 30	24 10	29 10	36 20	60 10	54 60	28 40	35 35
38 Plane No. 8,	32 10	449 50	474 60	556 80	26 70	31 83	68 30	44 25	30 30	54 90	39 20	11 85
39 Summit, -	428 05	140 90	120 10	144 60	405 30	587 90	892 85	784 10	985 28	1,079 17	752 68	593 88
40 Plane No. 4,	199 00	10 75	13 80	15 00	146 75	149 52	226 37	220 45	168 05	212 20	142 35	99 30
41 Plane No. 2,	14 45	126 70	196 95	199 38	7 60	33 10	53 70	84 45	53 90	70 70	13 00	14 25
42 Jefferson, -	141 90	81 70	135 30	84 65	214 85	223 50	305 90	333 35	454 27	276 60	229 62	284 70
43 H. W. House,	110 07	14 70	12 30	3 75	73 85	83 30	129 58	167 60	107 30	137 40	108 50	71 10
44 Viaduct, -	17 55	31 90	57 48	37 50	3 85	12 25	30 65	16 50	7 50	14 60	9 25	6 60
45 Conemaugh,	64 05	717 02	1,073 32	1,347 28	29 15	27 25	42 45	86 85	48 15	21 10	39 25	68 45
46 Johnstown,	776 43	26 90	34 80	67 05	1,403 18	1,264 10	1,788 33	1,811 57	2,269 05	2,065 08	1,502 42	1,493 77
47 Nineveh, -	40 15	166 85	189 88	272 87	63 70	88 55	110 55	119 25	136 85	199 20	167 30	121 75
48 Florence, -	150 10	111 48	130 85	109 78	201 70	173 77	198 52	401 95	318 17	283 60	189 87	204 75
49 Lockport, -	114 92	19 05	14 35	16 10	105 17	120 65	112 33	244 48	250 25	207 42	140 68	78 78
50 Bolivar, -	22 90	75 22	97 90	79 10	50 70	34 15	53 95	70 45	63 20	64 30	45 60	42 40
51 Blairsville Intersect.,	87 45	619 73	901 05	871 13	146 75	133 15	146 15	98 30	104 30	102 20	83 55	69 45
52 Blairsville, -	603 50	24 55	39 05	54 20	787 75	823 45	969 23	1,238 45	1,455 67	1,325 78	812 85	778 82
53 Hillside, -	24 50	33 75	57 60	68 22	57 80	54 70	55 85	79 47	70 20	57 60	61 00	31 35
54 Derry, -	27 90				45 50	75 80	83 17	104 73	215 03	92 82	82 42	79 27
54½ St. Clair,							39 20	134 88	118 62	49 95	30 38	34 72
55 Latrobe, -	440 05	453 75	614 38	624 45	573 68	575 75	825 08	706 05	974 10	575 90	509 40	431 28
56 Beatty's, -	34 50	22 20	40 90	55 70	72 55	63 25	112 25	113 70	124 05	92 95	60 50	46 55
57 Greensburg,	794 80	796 45	940 12	1,118 87	1,141 30	1,096 25	1,435 75	1,501 57	2,364 12	1,363 80	1,155 12	990 02
57½ Radebaugh's,	18 15	10 45	13 05	15 20	35 95	44 35	36 50	71 60	44 40	23 70	28 30	13 05
58 Manor, -	73 60	47 30	104 10	101 15	129 13	136 50	149 10	239 43	367 83	150 68	143 18	115 15
58½ Irwin's, -	110 32	130 55	149 58	183 60	215 77	255 10	232 67	323 57	550 15	286 82	263 90	227 48
59 Stewart's, -	41 58	45 70	77 80	110 95	134 38	125 30	129 15	170 38	203 05	156 25	96 85	62 00





## No. 6.

## STATEMENT of Passengers carried from and to each Station Pennsylvania Railroad during 1853.

STATIONS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.	
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To
A. Philadelphia, . . . . .	1010	1171	1503	1813	3562	2633	5170	4795	4219	3924	3609	3319	2743	2374	4491	4310	5156	4379	5388	4822	3397	3159	2879	2924
S. Lancaster, . . . . .	1855	1517	1800	1494	2785	2437	1588	1816	1304	1063	962	972	1147	1141	1393	1365	1321	1042	1284	1024	1165	938	913	1759
V. Columbia, . . . . .	753	1067	542	854	1054	1439	1744	1846	924	926	742	692	928	843	1051	994	816	713	836	783	917	801	802	815
10 Chiques, . . . . .	75	52	64	45	58	51	59	49	72	60	67	59	87	62	61	66	52	37	63	40	51	39	61	82
9 Marietta, . . . . .	469	453	364	328	784	601	2755	1045	694	598	479	492	565	603	673	654	480	475	524	517	626	564	580	541
8 Shook's Mills, . . . . .	68	68	40	50	65	58	52	51	74	60	61	65	57	75	62	62	39	41	48	54	49	49	48	61
7 Bainbridge, . . . . .	150	174	148	161	205	177	258	190	139	106	138	119	137	154	162	144	165	180	116	126	195	155	138	147
6 Collins, . . . . .	41	54	41	47	50	56	85	46	22	35	27	32	32	28	16	33	18	25	25	22	33	40	32	33
5 Falmouth, . . . . .	27	32	33	42	21	37	65	57	27	32	20	22	18	31	15	24	12	29	19	22	21	18	23	25
4 Buck Lock, . . . . .	2	2	4	5	5	8	1	10	5	6	4	7	6	7	4	5	6	7	5	4	7	7	3	10
4 Landisville, . . . . .	9	15	10	11	12	29	15	24	12	24	21	30	16	47	27	18	14	26	14	30	15	34	12	42
6 Mount Joy, . . . . .	312	382	266	306	530	500	696	485	342	443	248	306	323	393	388	432	275	375	316	379	307	391	321	377
7 Elizabethtown, . . . . .	226	251	165	224	265	300	308	278	236	271	174	230	212	289	259	292	167	276	166	238	216	282	278	347
9 Middletown, . . . . .	716	665	478	619	761	879	1709	1947	753	847	582	638	670	803	723	854	501	704	479	687	823	919	708	834
10 Hightspire, . . . . .	61	58	39	32	85	104	310	216	81	76	77	104	84	87	110	107	70	86	69	105	99	85	66	84
11 Harrisburg, . . . . .	4130	2094	3183	3032	5340	4657	9032	6674	3088	3814	3780	3527	4465	4054	3846	4307	4744	3829	4561	4039	4738	3831	3617	3812
12 Rockville, . . . . .	41	129	55	116	93	195	371	228	67	151	7	58	12	32	16	32	13	34	38	79	91	85	88	155
13 Cove, . . . . .	23	19	13	15	17	21	22	29	27	32	31	105	53	51	74	58	52	62	34	68	24	85	43	48
14 Duncannon, . . . . .	310	255	281	232	450	387	415	471	425	387	431	408	704	733	636	589	482	435	454	449	469	379	377	367
15 Aqueduct, . . . . .	61	362	197	232	420	895	833	1125	852	1039	697	978	760	976	961	1016	921	876	1060	1197	753	1257	330	564
16 Bailey's, . . . . .	35	46	35	38	33	47	31	33	24	34	47	45	36	34	36	38	27	37	36	38	29	28	38	45
17 Newport, . . . . .	284	261	207	187	357	302	358	289	344	320	336	320	386	398	710	658	365	320	434	377	349	339	327	415
18 Millerstown, . . . . .	188	158	170	158	229	208	300	287	282	233	264	256	266	244	391	332	222	216	327	257	263	260	292	326
19 Thompsonstown, . . . . .	63	57	49	39	47	69	46	85	55	58	16	45	26	45	43	69	58	67	22	54	20	32	27	17
20 Mexico, . . . . .	24	37	28	33	27	32	44	36	25	42	17	19	14	11	30	24	14	27	19	19	9	14	3	10
21 Perryville, . . . . .	139	88	124	74	210	92	155	152	288	315	294	269	331	340	387	368	394	316	463	465	266	298	285	336
22 Mifflin, . . . . .	424	481	444	499	413	550	529	528	608	617	542	524	629	679	620	541	638	464	642	686	518	511	463	662
23 Lewistown, . . . . .	881	992	902	872	1132	1127	1344	2161	1174	1163	1087	1184	1329	1297	1323	1326	1375	1365	1430	1315	1224	1287	1020	1486
24 Anderson's, . . . . .	18	26	20	34	22	58	40	66	36	60	35	34	37	37	34	25	21	16	16	17	31	28	18	32
25 McVeytown, . . . . .	386	365	325	278	333	354	346	327	364	379	392	356	359	362	511	529	376	350	381	388	439	431	313	423
25½ Manayunk, . . . . .	1	6	8	13	1	4	12	25	8	21	12	20	17	12	11	24	8	13	17	14	12	22	24	23
26 Newton Ham., . . . . .	148	156	127	123	118	121	187	166	240	212	198	182	302	264	298	315	280	206	227	233	227	227	223	305
27 Mount Union, . . . . .	349	366	252	241	385	299	463	465	396	403	353	341	490	454	651	628	574	453	569	502	496	436	406	480
28 Mapleton, . . . . .	75	60	72	54	41	36	40	30	31	51	29	28	27	33	43	35	51	33	26	40	47	35	14	24









## No. 8.

*Number of Passengers carried from and to each Station Pennsylvania  
Rail Road during 1853.*

STATIONS.	From	To	Total Passengers both ways 1853.	Total Receipts Passengers 1853.
Philadelphia, - - - - -	43,127	39,623	82,750	262,485 09
Lancaster, - - - - -	17,517	14,814	32,331	51,205 29
Columbia, - - - - -	11,109	11,773	22,882	5,166 72
Chiques, - - - - -	770	632	1,402	126 75
Marietta, - - - - -	8,993	6,871	15,864	3,509 70
Shock's Mills, - - - - -	663	702	1,365	179 00
Bainbridge, - - - - -	1,951	1,833	3,784	681 73
Collins, - - - - -	422	451	873	152 35
Falmouth, - - - - -	301	371	672	110 60
Buck Lock, - - - - -	47	78	125	22 80
Landisville, - - - - -	177	330	507	82 90
Mount Joy, - - - - -	4,324	4,769	9,093	2,560 80
Elizabethtown, - - - - -	2,672	3,278	5,950	1,335 78
Middletown, - - - - -	8,903	10,396	19,299	4,033 99
Highspire, - - - - -	1,151	1,144	2,295	312 73
Harrisburg, - - - - -	54,524	48,670	103,194	111,414 69
Rockville, - - - - -	892	1,294	2,186	437 72
Cove, - - - - -	413	597	1,010	154 55
Duncannon, - - - - -	5,434	5,091	10,525	4,207 15
Aqueduct, - - - - -	7,845	10,517	18,362	15,291 70
Bailey's, - - - - -	407	463	870	239 65
Newport, - - - - -	4,457	4,126	8,583	4,981 23
Millerstown, - - - - -	3,194	2,935	6,129	4,486 66
Thompstontown, - - - - -	472	637	1,109	248 75
Mexico, - - - - -	254	304	558	130 40
Perryville, - - - - -	3,336	3,113	6,449	2,932 39
Mifflin, - - - - -	6,470	6,742	13,212	7,362 00
Lewistown, - - - - -	14,221	14,125	28,346	21,956 45
Anderson's, - - - - -	328	433	761	140 65
McVeytown, - - - - -	4,725	4,542	9,267	3,523 34
Manayunk, - - - - -	131	197	328	93 88
Newton Hamilton, - - - - -	2,575	2,510	5,085	1,747 43
Mount Union, - - - - -	5,433	5,068	10,501	5,361 54
Mapleton, - - - - -	496	459	955	256 32
Mill Creek, - - - - -	3,387	3,092	6,479	2,319 20
Huntingdon, - - - - -	12,704	12,981	25,685	9,638 47
Petersburg, - - - - -	6,132	6,161	12,293	3,909 15
Barree, - - - - -	322	393	715	132 90
Spruce Creek, - - - - -	9,406	9,364	18,770	8,152 16
Birmingham, - - - - -	3,246	3,337	6,583	1,634 91
Tyrone, - - - - -	9,767	10,899	20,666	10,802 16
Tipton's, - - - - -	424	718	1,142	252 48
Fostoria, - - - - -	2,372	2,177	4,549	1,172 10
Bell's Mills, - - - - -	4,318	4,454	8,772	1,853 43
Altoona, - - - - -	18,960	19,340	38,300	13,594 54
Hollidaysburg, - - - - -	33,214	29,326	62,540	43,627 93
Plane No. 9, - - - - -	620	1,063	1,683	366 40
Plane No. 8, - - - - -	866	1,082	1,948	410 38
Summit, - - - - -	6,637	7,259	13,896	7,990 11
Plane No. 4, - - - - -	2,662	2,490	5,152	1,969 69
Plane No. 2, - - - - -	581	753	1,334	384 70
Jefferson, - - - - -	3,184	3,546	6,730	2,987 72
Half Way House, - - - - -	1,783	1,983	3,766	1,290 35
Viaduct, - - - - -	227	658	885	149 50
Conemaugh, - - - - -	794	424	1,218	553 58
Johnstown, - - - - -	14,276	12,847	27,123	17,511 55
Ninevah, - - - - -	2,331	2,465	4,796	1,176 05
Florence, - - - - -	4,187	3,781	7,968	2,752 03

## No. 8.—continued.

*Number of Passengers carried from and to each Station Pennsylvania Rail Road during 1853.*

STATIONS.	From	To	Total Passengers both ways 1853.	Total Receipts Passengers 1853.
Lockport, - - - - -	2,792	2,227	5,019	1,726 79
Bolivar, - - - - -	936	1,284	2,220	497 15
Blairsville Intersect, - - - - -	3,147	3,574	6,721	1,223 52
Blairsville, - - - - -	12,387	11,242	23,629	11,192 41
Hillside, - - - - -	1,105	1,410	2,515	610 27
Derry, - - - - -	1,470	1,862	3,332	966 21
St. Clair, - - - - -	531	2,308	2,839	407 75
Latrobe, - - - - -	8,519	7,929	16,448	7,303 85
Beatty's, - - - - -	1,268	1,482	2,750	844 10
Greensburg, - - - - -	17,319	15,533	32,852	14,698 17
Radebaugh's, - - - - -	706	821	1,527	354 70
Manor, - - - - -	3,170	2,987	6,157	1,757 15
Irwin's, - - - - -	5,813	5,734	11,547	2,929 51
Stewart's, - - - - -	2,965	2,990	5,955	1,353 59
Brinton's, - - - - -	10,455	12,297	22,752	3,976 39
Wilkinsburg, - - - - -	8,761	9,805	18,566	1,922 06
Liberty, - - - - -	14,986	17,849	32,835	2,580 60
Pittsburg, - - - - -	85,659	91,838	177,497	206,280 55
New York, - - - - -	225	252	477	1,761 81
Baltimore, - - - - -	5,319	6,730	12,049	31,387 62
Alliance, - - - - -	305		305	2,249 50
Massillon, - - - - -	1,541	1,935	3,476	12,262 57
Wooster, - - - - -	156	203	359	1,624 50
Mansfield, - - - - -	478	311	789	3,325 18
Crestline, - - - - -	643	590	1,233	4,294 85
Sandusky, - - - - -	26	60	86	232 05
Newark, - - - - -	49	53	102	304 50
Zanesville, - - - - -		81	81	
Cleveland, - - - - -	3,877	6,562	10,439	25,842 47
Xenia, - - - - -		101	101	
Cincinnati, - - - - -	8,525	7,118	15,643	56,652 62
Louisville, - - - - -		345	345	
St. Louis, - - - - -	200	196	396	1,315 24
Marion, - - - - -	30		30	217 15
Bellefontaine, - - - - -	68		68	485 75
Dayton, - - - - -	3	69	72	21 75
Indianapolis, - - - - -	202	151	353	1,343 60
La Fayette, - - - - -	13	28	41	94 25
Jeffersonville, - - - - -	8		8	58 00
Terre Haute, - - - - -		8	8	
Toledo, - - - - -	198	218	411	1,366 95
Detroit, - - - - -		3	3	
Chicago, - - - - -	1,255	1,505	2,760	8,699 46
Millwaukie, - - - - -		18	18	
Union, - - - - -				14 50
Columbus, - - - - -	600	879	1,479	3,996 90
Totals, - - - - -	565,839	569,069	1,134,908	1,069,740 35

*Total Mileage from Harrisburg to Pittsburg for the year 1853.*

WESTWARDLY.

17,740,478

EASTWARDLY.

15,068,871

*From which the number of equivalent through passengers is found to be*

WESTWARDLY.

70,962

EASTWARDLY.

60,275



No. 9.

# ANNUAL REPORT, 1853.

## EMIGRANT STATEMENT,

*Showing the Number of Passengers from New York and Philadelphia to Lancaster, Columbia, Harrisburg, and Pittsburg, and points West.*

FROM	TO LANCASTER.	TO COLUMBIA.	TO HARRISBURG.	TO PITTSBURG, & POINTS WEST.	TOTALS.
New York, - -	544½	76	429	9,530½	10,580
Philadelphia, -	351	103	355¼	6,221	7,030½
	895½	179	784½	15,751½	17,610½

## No. 10.

## ANNUAL REPORT, 1853.

## FREIGHT RECEIPTS.

*Of Pennsylvania Rail Road for the year 1853.*

	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	FOURTH CLASS.	TOTAL.
From Pittsburgh to Philadelphia, .	\$12,234 44	47,654 87	45,976 04	265,563 94	371,429 29
do Way Stations to do .	8,819 48	9,402 60	21,011 01	63,271 55	102,504 64
do Pittsburgh to Baltimore, .	2,615 18	9,901 49	12,042 96	107,389 68	131,949 31
do Philadelphia to Pittsburgh, .	360,825 38	127,617 39	13,216 84	24,998 61	526,658 22
do do to Way Stations, .	29,438 32	30,494 45	13,815 57	11,194 11	84,942 45
do Baltimore to Pittsburgh, .	25,355 69	14,492 19	2,852 24	15,873 99	58,574 11
Local Eastward, . . . .	7,955 22	10,393 00	11,379 59	44,220 54	73,948 35
Local Westward, . . . .	24,041 22	7,341 31	7,649 09	57,223 88	96,255 50
	471,284 93	257,297 30	127,943 34	589,736 30	1,446,261 87
	Receipts for Tolls, &c., . . . .				52,100 04
	Receipts from Harrisburg and Lancaster Rail Road, for Motive Power, . .				9,158 59
	Total Freight Receipts, . .				\$1,507,520 50

## INFORMATION

*From Records of the General Freight Office.*

Tons of Through Freight, East, .	35,657	Mileage, Through Freight, East, .	8,302,100
do do do West, .	37,842	do do do West, .	8,268,826
Tons of Local Freight, East, .	49,438	do Way Freight, East, .	5,056,606
do do do West, .	36,695	do do do West, .	4,703,010
Number of Cars to Philadelphia, .	19,772	Total Mileage on Penna. R. R., .	26,330,542
do do from do .	19,105	do do Har. & Lan. R. R., .	3,058,881
Average Load East, . . . .	5,916	do do Columbia R. R., .	8,224,536
do do West, . . . .	4,875	do do Portage, . .	2,427,967
Tons of Baltimore Freight, East, .	11,984	Tons subject to State Tax, . .	151,190
do do do West, .	5,185	Mileage of Taxed Tonnage, . .	26,251,949
Total Tons Moved, . . . .	159,632	Amount of State Tax, . .	\$78,755 83

MILEAGE ESTIMATED IN TONS CARRIED ONE MILE.

ALFRED L. SMITH,  
Chief Clerk.

## No. 11.

## REPORT OF TONNAGE

*Sent from and received at each Station during the year of 1853.*

NAME OF STATION.	FORWARDED.				RECEIVED.			
	1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
A Philadelphia, . . . .	46,181,904	29,675,274	6,900,428	9,430,597	3,320,210	9,490,854	14,625,481	88,502,270
B Baltimore, . . . . .	2,743,005	1,889,228	621,189	4,471,860	373,686	1,473,952	2,470,204	19,406,611
S Lancaster, . . . . .	265,534	79,773	113,253	120,132	50,678	85,920	674,616	1,163,461
V Columbia, . . . . .	110,743	96,919	100,791	3,077,341	19,003	35,436	569,279	419,764
11 Harrisburg, . . . .	2,001,258	927,980	683,403	4,406,189	446,396	318,579	949,846	2,714,894
13 Cove, . . . . .	1,200	475	60	187,008	3,753	1,995	30,538	217,545
14 Duncannon, . . . .	76,055	20,291	145,398	2,519,191	155,266	276,921	131,148	1,354,783
16 Baileysburg, . . . .	1,550	250	. . .	1,074	1,084	720	3,544	9,811
17 Newport, . . . . .	132,425	124,257	615,716	539,322	183,456	362,388	497,920	100,263
18 Millerstown, . . . .	321,611	249,384	410,567	309,553	148,379	158,081	219,908	129,551
21 Perryville, . . . .	110,081	63,021	720,393	1,798,299	164,850	263,806	405,851	190,424
22 Mifflin, . . . . .	186,619	153,711	649,691	1,394,120	209,889	319,606	639,407	405,435
23 Lewistown, . . . .	569,195	1,033,119	1,944,375	5,137,570	759,369	1,168,023	1,359,420	923,874
25 McVeytown, . . . .	46,162	27,065	28,389	46,208	85,537	91,444	46,735	311,739
26 Newton Hamilton, . .	13,163	4,459	21,264	10,133	25,541	24,747	16,365	480,426
27 Mount Union, . . .	174,457	53,729	554,964	1,126,421	230,701	376,226	398,910	457,029
28 Mapleton, . . . . .								
29 Mill Creek, . . . .	90,079	55,477	314,641	449,245	104,735	134,628	39,642	121,267
30 Huntingdon, . . . .	108,334	93,133	107,168	390,499	282,097	328,766	124,998	399,981
31 Petersburg, . . . .	130,697	42,774	123,778	1,308,101	96,541	81,447	50,109	250,778
32 Spruce Creek, . . .	115,306	257,723	156,491	4,613,156	297,882	520,513	228,610	836,757
33 Tyrone, . . . . .	123,229	44,699	34,314	5,877,457	815,685	1,320,021	583,968	1,674,626
34 Fostoria, . . . . .	4,080	890	1,050	4,973,403	30,259	48,285	20,153	426,571
34½ Bell's Mills, . . .	21,179	2,946	4,250	3,047,673	24,221	80,615	46,937	442,619
35 Altoona, . . . . .	55,268	42,921	53,004	3,489,139	507,070	645,889	1,424,916	8,252,525
36 Hollidaysburg Int., .	276,767	258,593	963,980	5,624,394	643,648	846,191	413,293	2,748,654
39 Summit, . . . . .	40,807	60,281	75,828	197,365	552,597	669,042	436,759	4,072,943
42 Jefferson, . . . . .	. . .	. . .	. . .	. . .	5,113	6,586	3,145	60,463
44 Derry, . . . . .	16,880	9,366	16,133	987,576	20,122	53,803	10,048	113,300
47 Johnstown, . . . .	189,953	83,626	469,900	5,012,700	503,329	650,995	464,414	4,754,647
48 St. Clair, . . . . .	1,364	5,317	5,864	364,985	5,676	38,430	. . .	147,285
49 New Florence, . . .	47,776	9,845	10,880	1,514,194	70,106	103,509	37,422	569,803
50 Lockport, . . . . .	29,091	11,859	104,292	639,961	40,986	58,942	27,779	80,416
52½ Blairsville, . . . .	203,775	235,712	581,672	3,738,731	366,981	619,623	117,003	1,014,725
53 Hillside, . . . . .								
55 Latrobe, . . . . .	194,737	123,069	489,037	5,375,907	187,749	525,296	193,017	1,955,633
57 Greensburg, . . . .	325,261	228,535	603,345	3,613,719	361,909	1,214,345	234,605	2,663,357
58 Manor, . . . . .	30,760	5,742	83,647	1,163,748	39,775	99,183	18,324	741,280
58½ Irwins, . . . . .	20,664	16,125	24,970	1,197,148	36,607	149,758	22,936	832,363
59 Stewart's, . . . . .	5,096	8,100	3,732	95,666	147,810	148,572	15,460	135,909
61 Wilkinsburg, . . . .	8,768	. . .	. . .	12,259	68,969	38,485	87,653	502,808
Z Pittsburg, . . . . .	4,160,927	12,011,735	10,535,725	89,347,205	46,801,822	19,890,024	3,675,281	35,226,982

ALFRED L. SMITH, Chief Clerk.



## No. 11.—Continued.

*Pennsylvania Rail Road Classification of Merchandise.*

## ARTICLES OF FIRST CLASS.

Acids at double rates, except by car loads.	Dry Goods.	Pianos.
Bags, empty.	Eggs, at owner's risk.	Pork, fresh, and other fresh Meats, way.
Beef, fresh.	Feathers.	Poultry, prepared for market and in coops, at owner's risk.
Books and Stationery.	Foreign Fruits.	Russia Bristles.
Boots, Shoes, Hats, &c.	Foreign Liquors.	Saddlery.
Bottled Liquors of all kinds.	Fresh Fish, at owner's risk.	Sashes.
Brooms.	Fruit Trees and Shrubbery, at owner's risk.	Sheet Iron Stoves.
Butter, fresh.	Furniture, (boxed,) with an addition of 50 per cent., and at owner's risk.	Snake Root.
Buffalo, Bear, and Moose Skins.	Furniture, new, not boxed, at double rates, and at owner's risk.	Sperm Candles.
Camphine.	Furniture, common, second-hand.	Tin Ware.
Carriages or vehicles of pleasure at double rates, at owner's risk.	Furs and Peltries.	Trunks.
Carpeting.	Garden Seeds, in boxes.	Umbrellas.
Cedar and Wooden Ware.	Ivory.	Utensils of copper, brass, or steel.
China.	Looking Glasses and Glass Plate, at owner's risk.	Wagons for hauling goods, when taken to pieces and closely packed.
Cigars.	Muskets and Firearms.	Willow-ware, at double rates.
Clocks.	Oil, in bottles.	Window Glass, westward.
Confectionery.	Oysters, in cans or jars.	Wines.
Cotton Laps and Waste.	Paper (writing.)	Wool, (manufactured.)
Cranberries.		Unenumerated articles.
Cutlery.		

## ARTICLES OF SECOND CLASS.

Agricultural productions not specified.	Dried Peaches, or other Fruit.	Printing Paper.
Agricultural Implements, less than 100 lbs. each.	Drugs and Medicines.	Rags, at owner's risk.
Alcohol, in casks.	Flaxseed.	Red Lead, ground, in oil or dry.
Apples, dried.	Glassware.	Rice.
Bagging.	Glue.	Ropes and Cordage.
Beer, Porter, and Ale, in barrels.	Groceries, except Coffee.	Saltpetre, com'r, refined.
Beeswax and Honey.	Gunny Bags.	Salt, dairy and table.
Bones, Horns, Glue, pieces.	Hardware, except Cutlery.	Shot.
Brass, not manufactured.	Hemp and Flax.	Soap.
Bristles, American.	Hollow-ware.	Spices.
Broom Corn, at owner's risk from fire.	Hops.	Starch.
Brown Sheetings and Shirtings, in bales.	Leather, westward.	Steel, spring and blister.
Casks or Barrels, empty.	Mahogany, and other Ornamental Wood.	Stoves and Stove Castings, at owner's risk, way.
Cast-steel.	Marble, manufactured.	Sugar.
Carpenter's Work, (except Sashes.)	Machinery.	Teas.
Cheese, westward.	Mechanics' Tools.	Turpentine, Spirits.
Clover, Timothy, and other Grass Seeds.	Ochre.	Tobacco, in bales or hogsheads, westward.
Clock Weights.	Oil, in casks.	Tobacco, mannfact'd, except Cigars.
Deer Skins.	Oil Cloth.	White Lead.
	Oysters, in shell, at owner's risk.	Whiskey, westward.
	Paints and Dyestuffs.	Wool.
	Paper Hangings.	Zinc, manufactured.
	Peaches, dried or green.	

## ARTICLES OF THIRD CLASS.

Agricultural Implements, exceeding 100 lbs. weight.	Cotton.	Pork, fresh, at owner's risk.
Apples, green.	Cement.	Queensware.
Ashes, Pot or Pearl.	Earthenware and Stoneware.	Sawed Marble.
Bark, ground.	Fire-bricks, German Clay, Grindstones, and Guano.	Soapstone.
Beans and Peas.	Hay, pressed, at owner's risk from fire.	Soda, crude.
Bedford, or other Mineral Waters, in barrels.	Hides, dry, green, or Spanish.	Stoves, THROUGH, at owner's risk.
Bone-dust.	Hogs' or Cattle Hair, in bales or bundles.	Stone, for lime or building.
Bran, Shipstuff, and other Feed.	Ice, at owner's risk.	Straw Paper or Binding Boards.
Burr-blocks.	Iron, Sheet, Bar, Rolled, Slit, or hammered.	Steam Engines and heavy machinery.
Butter, in firkins or kegs.	Iron and other Ore.	Saltpetre, crude.
Candles.	Lard, way.	Sumac.
Castings, iron, heavy and not liable to be broken.	Leather, eastward.	Tallow.
Cheese, eastward.	Mill-stones.	Tin, in boxes.
Coffee.	Oil-cake.	Tobacco, in leaf or manufactured, eastward.
Coke.	Potatoes, Turnips, and similar roots.	Whiting.
Copper, in ingots, pigs, or sheets.		Window Glass, in boxes, eastward.
		Wrapping Paper.
		Zinc, in sheets or blocks.

## ARTICLES OF FOURTH CLASS.

Ashes, wood or leached.	Fish.	Pork, fresh, in full car loads, at owner's risk.
Bacon.	Flour.	Pig and Scrap Iron.
Bark, unground.	Grain, in bags.	Plaster.
Barley and Malt.	Heading and Hoop Poles.	Posts and Rails.
Beef and Pork, pickled, salted or dried.	Lard and Lard Oil, THROUGH.	Railroad Ties and Sills.
Boards and other sawed Lumber.	Lead, in pig or sheets.	Salt, ground.
Blooms and Anchovies.	Lime, in barrels.	Shingles and Laths.
Bricks, not fired.	Live Stock, by car load.	Slate or Tile, for roofing.
Broken Castings.	Lumber.	Staves, Heading, &c., for cedar-ware.
Clay, Earth, Sand, or Gravel.	Manure, except Guano.	Tar, Pitch, and Rosin.
Coal, Mineral.	Marble, in blocks, rough.	Timber, round or hewn.
Firewood.	Nails and Spikes.	Whiskey, eastward.



*Report of Tonnage of articles sent from and received at Philadelphia,  
via Pennsylvania Rail Road, during the year 1853.*

LIST OF ARTICLES.	Sent from Philadelphia to Pittsburg.	Received at Philadelphia from Pittsburg.	Sent from Philadelphia to Way Stations.	Received at Philadelphia from Way Stations.
Agricultural Implements, -		113,038	43,638	31,622
Boots, shoes, hats, &c., - -	5,102,305		457,889	
Books and stationery, - -	1,831,008	105,115	133,990	26,276
Butter, eggs, &c., - - -	502	856,067		1,602,100
Brown sheetings and bagging, -	2,547,250		164,277	
Bark and sumac, - - -				993,085
Cedarware, - - -	81,908	10,407	112,281	
Confectionery and foreign fruits,	809,768		294,046	
Coffee, - - - -	1,232,574		961,048	
Cotton, - - - -		893,037	13,203	
Coal, - - - -		4,500	18,087	6,385,480
Camphine and burning fluid, -			51,915	
Copper and tin, - - -	192,061	63,437	192,519	
Dry goods, - - - -	33,070,486	440,680	2,640,919	61,919
Drugs, medicines and dyestuffs,	2,782,757	55,492	829,681	145
Fresh meats, poultry and fish, -		6,000		223,394
Flour, - - - -		29,125,144		11,906,470
Feathers, furs and skins, - -		677,368		15,616
Furniture and oil cloth, - -	551,442	39,246	209,521	49,117
Glass and glassware, - -	442,881	271,709	203,288	610
Green and dried fruits, - -		3,210,915		392,883
Grass and other seeds, - -		549,829	4,207	915,178
Grain of all kinds, - - -		146,049		2,973,660
Groceries, (except coffee,) -	1,894,202	109,743	3,573,679	8,368
Ginseng, - - - -		99,120		
Hardware, - - - -	4,885,946	540,704	1,224,759	229,896
Hides and hair, - - -		209,932	1,784,718	75,890
Hemp and cordage, - - -	124,110	1,257,429	173,625	
Iron, rolled, hammered, &c., -	227,500	174,058	1,239,598	457,417
Iron, blooms and pig, - -			11,200	1,264,351
Live stock, - - - -	326,305	6,320,100	59,115	3,855,695
Lead and shot, - - -	9,862	21,544	5,727	
Leather, - - - -	855,898	409,871	155,964	2,291,856
Lard, lard-oil and tallow, -		5,292,295		94,632
Lumber and timber, - -		12,490		1,837,168
Machinery, castings, &c., -	2,491,490	325,272	1,718,337	
Marble and cement, - -	778,019	25,289	683,842	
Malt and malt liquors, - -	48,405	6,291	181,586	3,175
Nails and spikes, - - -	2,000		367,920	544,080
Oil, - - - -	675,885		442,066	
Oysters, - - - -	218,849		12,728	
Paper of all kinds, and rags, -	657,833	14,578		150,572
Plaster, - - - -	8,055		89,636	
Potatoes, turnips, &c., - -	50,451		64,227	45,819
Pot, pearl and soda ash, - -	879,197	45,317		
Queensware and earthenware, -	1,517,487	276,219	451,569	1,185
Salt, - - - -				
Salt meats and fish, - -	759,955	21,034,944	1,264,023	133,716
Soap and candles, - - -	13,209	784,131	72,554	7,225
Tobacco, - - - -	611,076	605,335	286,636	4,126
Tar, pitch and rosin, - -	44,570	1,465	56,665	
Wines and liquors, foreign, -	702,374	16,450	637,026	
Whiskey and alcohol, - -	5,185	965,231	1,345	583,856
Wool and woolen yarn, - -	36,135	2,189,109	53,858	214,568
Miscellaneous, - - -	914,187	66,437	196,603	53,998
Total First Class, - -	43,044,035	2,258,401	4,650,423	2,049,436
Total Second Class, - -	17,036,824	8,984,118	9,333,668	1,971,958
Total Third Class, - -	6,315,885	9,280,954	3,844,904	6,041,400
Total Fourth Class, - -	2,207,773	57,151,131	3,476,290	27,530,264
Total during year. Pounds,	68,604,217	77,674,604	21,305,285	37,593,158



## General Statement of Freight sent from each Station to each Station on Pennsylvania Railroad, in pounds.

From To	Philadelphia.	Baltimore.	Lancaster.	Columbia.	Harrisburg.	Cove.	Duncannon.	Baileysburg.	Newport.	Millersstown.	Perryville.	Mifflin.	Lewistown.	McVeytown.	Mount Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Spruce Creek.	Tyrone.
Philadelphia,																					
Baltimore, . .																					
Lancaster, . .	17.994																				
Columbia, . .	31.842	40.420																			
Harrisburg, . .	147.538	138.000																			
Cove, . .	50																				
Duncannon, . .	1.048.099	71.787	646.205	70.246	43.638	681.722	316	1.200	13.771	30.006	35.209	34.750	78.428	13.843	12.906		5.980	7.747	2.738	9.664	7.783
Baileysburg, . .	1.332.164	168	482	2.679	44.233	200	2.866	6.464	432	2.051	17.423	5.646	1.938	3.300	12.516		3.000	50	256		229
Newport, . .	1.145.609	13.411	47.851	15.120	90.521	470	6.697	470	547	2.282	2.282	450	1.549	1.024	400		500			50	1.900
Millerstown, . .	2.472.181	48.959	260	52.118	78.116		3.236		5.200	1.418	14.340	2.000	2.330	4.260	75						782
Perryville, . .	1.705.396	179.824	84.657	64.060	27.851	597.447	4.821		160	197	11.808	45.503	9.545	4.309	1.380		1.510	140	180	110	395
Mifflin, . .	8.003.421	306.440			29.447		164.200		2.091	4.638	135	2.012	958	12.316	31.765		17.029	27.097	16.253	130.191	101.439
Lewistown, . .	95.531		1.531	346	5.407		1.251		310	4.223	12.600	537	5.013	2.053	966		2.660	6.859	6.052		6.052
McVeytown, . .	1.078.815	71.068	1.715	3.935	23.917		2.959		498						3.777		2.612	31.705	607	290.601	69.198
Mount Union, . .																					
Mapleton, . .	60.000																				
Mill Creek, . .	516.777	15.103		100	28.010	13	40			225		15.674	265	22.580	2.535		89	16.641	136.035	7.758	2.910
Huntingdon, . .	235.581	557			74.645		15.050		5.050	300	300	8.000	10.302	900	14.300		5.193	37.660	8.983	37.660	42.880
Petersburg, . .	779.058	8.465	19.290		32.300					50	20		4.128	12.100	810		2.790	32.163	59.006	59.006	111.200
Spruce Creek, . .	1.052.060	44.915	16.230	48.876	92.698				206	850		17.972	107.385	115.000	62.650		100.761	107.246	66.511	13.406	122.049
Tyrone, . .	1.137.063	2.866	25.915		29.378					250	50	30.000	25.766		70.931		11.976	27.646	69.068		
Fosteria, . .	72.900				96.000	800									6.000	280		128.975	43.500	12.075	125.700
Bell's Mills, . .	239.119				280										581.382		300	14.806	300	11.488	28.030
Altoona, . .	628.128	118.719			163.335								109		9.550		3.320	17.850	2.890	11.209	18.483
Hollidaysburg, . .	571.526	22.908	135.190	420.840	220.690		1.350		800	1.280	1.050	4.535	17.820	2.070	11.944		315	15.705	16.752	73.428	410.177
Summit, . .	138.618	8.415	8.415	400	2.224		4.000	120		390		780	22.809		4.344			500	3.240	5.620	300
Johnstown, . .	1.034.266	157.264	2.868	757	2.561		1.456						2.350					700	1.285		1.315
New Florence, . .	13.904	3.019																	384		
Lockport, . .	96.231	73.758	3.977	115.500	10.000				4.085			30	3.100		315			240		2.245	25.745
Blairsville, . .	1.979.549	2.400		3.756	5.251																34.585
Derry, . .	24.410	5.142																			
St. Clair, . .	5.014	420.696			15.000				115				8.865					40			
Latrobe, . .	1.572.422	532.579	1.882		46.493													924			
Greensburg, . .	2.886.505	21.406																			
Manor, . .	1.001.756																				
Irwin's, . .	9.902.445	365			584																660
Wilkinsburg, . .	1.210																				
Stewart's, . .	2.432																				
Brinton's, . .	450																				
Pittsburg, . .	74.708.523	22,779.327	480.386	175.167	1.452.416		25.406	4.150	2.729	13.182	15.571	31.067	287.588	6.556	48.906		31.236	99.939	44.971	243.964	442.519
Total Pounds, . .	115.736.577	24,712.005	1,868.159	1,096.564	4,557.199	257.586	1,731.004	30.592	1,244.784	646.010	987.060	1,647.309	3,291.143	435.978	1,951.101	740	445.070	1,219.891	574.092	1,764.494	4,693.709



General Statement of Freight sent from each Station to each Station on Pennsylvania Railroad, in pounds.—Continued.

From To	Fosteria.	Bell's Mills.	Altoona.	Hollidaysburg.	Summit.	Johnstown.	New Florence.	Lockport.	Blairsville.	Derry.	St. Clair.	Latrobe.	Greensburg.	Manor.	Irwin's.	Stewart's.	Wilkinsburg.	Larimer's.	Pittsburg.	Total.
Philadelphia,	96.929	149.340	2,423.806	1,195.992	962.603	1,465.846	68.461	65.368	723.973	23.271	4.810	343.435	663.042	60.841	113.683	119.045	28.446		66.319.462	87.530.647
Baltimore, .	551		78.084	65.968	62.736	82.585	1.680		6.638			34.633	1.150	3.051		14.979	9.975		8.333.295	9.234.200
Lancaster, .			9.641	15.415	8.963	61.784			3.653										179.577	519.238
Columbia, .			8.258	10.753	2.464	236			8.828										3.098.274	3.436.636
Harrisburg, .	3.149	1.197	1,176.271	205.674	56.130	95.221	2.881	5.905	9.706			681	5.142		584				4.310.920	8.255.011
Cove, .																				188.833
Duncannon, .			29.086	26.724	332														49.420	2.876.756
Baileysburg, .																		600		1.520
Newport, .	90	506	11.374	348		4.530												25.000		1.477.230
Millerstown, .	142	7.200	28.782	4.014	520	272												15.596		1.324.615
Perryville, .	50		9.500	3.700	8.600													10.227		2.715.955
Mifflin, .			8.060	530	76.009	220												24.310		2.113.236
Lewistown, .	1.500	56.193	267.741	40.271	18.073	7.015			1.906				880					238.474		10.253.477
McVeytown, .		105	13.372	19.419	1.877				2.550									6.122		164.902
Mount Union, .	792	5.880	33.764	28.038	894	5.331			3.037			932	215					330.779		2.116.035
Mapleton, .																				60.000
Mill Creek, .	3.000	70	64.136	5.210					1.548			43.079	3.096					46.640		945.693
Huntingdon, .	102.015	15.695	93.105	26.215	14.685	620							395					14.448		714.184
Petersburg, .	13.710	29.430	231.476	38.410	24.820	216	1.000		1.175			150			500			194.813		1.604.430
Spruce Creek, .	8.167	35.495	158.500	95.245	14.150	19.500			1.200									3.125.843		5.251.127
Tyrone, .	2.440	4.175	313.227	246.176	17.660	6.985	1.450	3.950	2.806			275				17.920		3.819.455		6.017.977
Fosteria, .			3.504.670	337.026	60.300	1.400		30	61.200			850						11.760		4.482.916
Bell's Mills, .	260		1,275.328	468.133	18.450	510.436		200				150	500					371.636		3.527.292
Altoona, .	499.467	6.390	746.408	123.560	10.362	212.530	220		18.860	1.736	200	150	250				75	2.048.932		3.897.850
Hollidaysburg, .	102.742	182.935	15.360		176.054	42.264	220		4.225	650		5.815	9.605					3.751.799		6.974.477
Summit, .		4.700		1.150		18.700	350		52.614	964		26.680	12.591			100	600	82.688		341.452
Johnstown, .		100	24.600	78.296	455.027		193.870	7.054	52.614	964		157.131	31.501	15.120		400	2.500	3.640.052		5.849.893
New Florence, .			31.852	167	150.020	365.286		150	17.293	30.000		35.113	193.300			1.400		775.778		1.634.031
Lockport, .			9.458	3.350	242.752	11.167	1.500		11.195	60	4.310	6.519	2.507				1.930	98.727		735.812
Blairsville, .			41.135	81.782	951.100	530.741	219.341	8.661		15.592	49.154	680.263	134.157	4.800			2.025	235.699		5.184.685
Derry, .			46.700		52.997	21.324	73.695	200	79.658			355	2.000				20	705.196		1.140.494
St. Clair, .		64.000	78.025	61.675	29.245	15.448	4.180	2.000	4.393	3.573	3.202	16.000	48.138	247		750	43.800	153.601		376.743
Latrobe, .			203.863	162.106	879.200	680.785	31.408		28.925			35.848		145		100	2.537	1.950.662		6.089.649
Greensburg, .			120	14.387	217.815	84.795	10.470	2.574	40.967		6.100	100	1.560			2.680	413	648.089		4.536.330
Manor, .			20.000	1.784	54.216	6.480	990	16.000	16.066			636				2.513	2.976	222.611		1.283.129
Irwin's, .					173	61.592	3.788					100	200					192.408		10.257.782
Wilkinsburg, .				350					25			50	300					10.400		12.523
Stewart's, .				700	26.840		100		150			250	4.900			100	50	95.172		133.144
Brinton's, .									1.159											7.942
Pittsburg, .	9.270	40.407	417.365	1,200.582	1,767.894	2,378.066	284.604	107.290	1,076.273	167.328	141.262	1,796.744	3,209.586	628.004	1,218.326	161.261	443.961	4.101		115.995.698
Total Pounds,	1,057.035	603.818	11,373.067	4,563.150	6,377.441	6,691.375	899.994	219.382	2,203.373	343.174	209.138	3,185.589	4,390.818	702.157	1,348.122	321.248	539.308	1.101	105.128.355	319.263.544

ALFRED L. SMITH, Chief Clerk.



# No. 14.

## STATEMENT

Comprising General Information from Books of Freight Department, of Tonnage, Mileage (tons carried one mile,) Cash Receipts, State Tax, &c.

1853.	Tons Through Freight.		Tons Local Freight.		Num. of Cars to and from Philadelphia.		Average Load per Car.		Tons Baltimore Freight.		Tons Moved.	Mileage on Pennsylvania Rail Road.					
													THROUGH.		LOCAL.		
	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	Total.	East.	West.	Total.	East.	West.	Total.
January, .	3,664	2,351	5,142	2,867	1,567	1,555	7,317	3,669	2,460	1,437	14,023	819,537	525,051	736,791	466,782	2,548,161	
February, .	3,538	4,559	5,947	3,263	1,533	1,587	6,969	5,658	3,194	1,196	17,306	788,961	1,016,606	937,438	481,178	3,224,183	
March, .	3,654	5,605	3,727	2,493	1,784	1,913	4,954	6,585	1,716	99	15,479	814,940	1,249,880	344,161	453,342	2,862,323	
April, .	4,811	3,560	3,104	3,639	1,910	1,836	7,342	5,207	749	177	16,115	1,295,863	793,943	363,888	374,464	2,828,158	
May, .	2,614	1,675	2,799	2,815	1,457	1,536	4,734	3,760	707	220	9,904	583,540	373,536	325,639	273,583	1,556,298	
June, .	1,051	1,258	2,621	1,836	808	740	4,328	5,406	436	103	6,766	234,332	280,440	237,146	160,825	912,743	
July, .	712	1,158	2,293	2,368	781	693	4,450	5,500	245	93	6,531	158,797	258,189	218,960	175,324	811,270	
August, .	905	4,668	3,341	2,591	1,718	1,545	2,985	6,430	592	258	11,505	201,816	1,040,898	330,618	242,196	1,815,528	
September, .	1,381	3,553	3,150	3,050	1,612	1,490	3,940	6,290	380	158	11,134	307,882	792,364	299,620	269,376	1,669,242	
October, .	2,705	4,658	3,735	3,379	1,900	1,681	8,281	6,785	270	634	14,477	457,468	912,312	315,600	272,524	1,957,904	
November, .	4,514	2,300	7,450	4,050	1,878	1,790	8,340	3,110	580	273	18,314	1,250,000	468,800	421,250	1,033,392	3,173,442	
December, .	5,108	2,497	6,129	4,344	2,824	2,739	6,328	2,400	655	537	18,078	1,388,964	556,807	525,495	500,024	2,971,290	
Totals, .	35,657	37,842	49,438	33,695	19,772	19,105	5,916	4,875	11,984	5,185	159,632	8,302,100	8,268,826	5,056,606	4,703,010	26,330,542	

## No. 14.— Continued.

1853.	Mileage on			Tons	Mileage of	StateTaxon	Receipts.					
	Har. & Lan. Rail Road.	Columbia Rail Road.	Al. Portage Rail Road.				Taxed Tonnage.	Regular Freights.	For Freight Proper.	For Oyster Ex. Tolls, and from other sources.	For Motive Power on Har. & Lan. R. R.	Total.
January .	245,218	662,116	284,968	13,515	2,542,902	\$ 7,628 70	\$	173,364 46	\$ 969 16	\$ 909 90	\$ 175,243 52	
February .	348,388	770,765	240,472	16,878	3,219,131	9,657 39		213,669 11	770 40	863 35	215,302 86	
March, .	337,296	819,942	275,001	14,937	2,855,935	8,567 80		196,395 41	829 32	1,030 48	198,255 21	
April, .	353,622	961,716	278,328	15,289	2,819,594	8,458 78		133,592 31	1,120 93	996 34	135,709 58	
May, .	188,076	518,831	127,387	9,362	1,550,000	4,650 00		75,661 85	1,335 08	627 96	77,624 89	
June, .	104,899	298,377	68,559	6,121	905,703	2,717 12		47,708 44	1,286 09	516 24	49,510 77	
July, .	94,026	259,388	63,109	5,678	804,080	2,412 24		43,357 26	1,570 01	516 04	45,443 31	
August, .	203,684	561,886	188,079	10,695	1,808,158	5,424 47		97,686 89	3,298 97	665 65	101,651 51	
September,	214,969	593,018	166,517	10,113	1,660,288	4,980 86		93,837 11	19,062 15	684 25	113,583 51	
October, .	241,164	685,420	145,237	13,212	1,953,460	5,860 38		98,906 76	4,762 41	814 83	104,484 00	
November,	378,276	1,082,652	315,176	17,850	3,166,554	9,499 66		123,603 59	10,919 91	768 29	135,291 79	
December,	349,263	1,010,425	275,134	17,540	2,966,144	8,898 43		148,478 68	6,175 61	765 26	155,419 55	
Totals, .	3,058,881	8,224,536	2,427,967	151,190	26,251,949	\$78,755 83	\$	\$1,446,261 87	\$52,100 04	\$9,158 59	\$1,507,520 50	

ALFRED L. SMITH,  
Chief Clerk.



No. 15.

# ANNUAL REPORT, 1853.

## STATEMENT SHOWING THE MONTHLY EXPENDITURE

*In Motive Power, Conducting Transportation, Maintenance of Cars, and Maintenance of Way Departments, for year ending December 21, 1853.*

DATE.	MOTIVE POWER DEPARTMENT.			CONDUCTING TRANSPORTATION DEPARTMENT.						MAINTENANCE OF CARS DEPARTMENT.			MAINTENANCE OF WAY DEPARTMENT.			GRAND TOTALS.
	Eastern Division.	Western Division.	Total.	EASTERN DIVISION.			WESTERN DIVISION.			Eastern Division.	Western Division.	Total.	Eastern Division.	Western Division.	Total.	
				Passeng'r Depart.	Freight Depart.	Total.	Passeng'r Depart.	Freight Depart.	Total.							
JANUARY, . . . . .	\$13,010 02	\$5,846 09	\$18,856 11	\$13,475 48	\$47,383 67	\$60,859 15	\$9,399 32	\$20,366 16	\$29,765 48	\$7,640 00	\$1,600 15	\$9,240 15	\$3,679 12	\$2,329 24	\$6,008 36	\$124,729 25
FEBRUARY, . . . . .	13,579 24	5,806 58	19,385 82	11,916 50	51,503 14	63,419 64	7,124 04	22,682 31	29,806 35	8,191 46	1,119 00	9,310 46	3,954 43	2,286 50	6,240 93	128,163 20
MARCH, . . . . .	16,525 51	6,333 00	22,858 51	30,582 94	65,394 76	95,977 70	12,345 90	19,553 21	31,899 11	8,736 19	1,384 54	10,120 73	4,791 52	2,558 50	7,350 02	168,206 07
APRIL, . . . . .	17,072 02	7,769 81	24,841 83	26,796 82	39,546 42	66,343 24	9,829 08	21,255 45	31,084 53	7,241 90	2,942 11	10,184 01	5,886 91	2,297 10	8,184 01	140,637 62
MAY, . . . . .	17,434 74	7,220 57	24,655 31	20,536 12	29,035 74	49,571 86	10,017 64	19,370 05	29,387 69	8,311 13	2,524 65	10,835 78	5,152 40	2,342 23	7,494 63	121,945 27
JUNE, . . . . .	20,427 42	10,298 23	30,725 65	23,040 99	18,563 63	41,604 62	10,456 76	11,531 37	21,988 13	8,063 21	2,776 68	10,839 89	6,603 77	2,334 35	8,938 12	114,096 41
JULY, . . . . .	14,370 28	6,253 71	20,623 99	28,054 24	72,277 71	100,331 95	11,139 97	23,121 55	34,261 52	6,503 42	1,934 95	8,438 37	4,565 85	2,324 10	6,889 95	170,545 78
AUGUST, . . . . .	17,656 97	7,141 25	24,798 22	22,235 11	31,049 21	53,284 32	13,522 97	17,906 28	31,429 25	9,334 80	3,340 64	12,675 44	4,204 86	2,372 88	6,577 74	128,764 97
SEPTEMBER, . . . . .	17,410 22	7,615 70	25,025 92	24,610 16	30,351 50	54,961 66	13,010 32	20,962 45	33,972 77	5,995 07	2,761 56	8,756 63	4,693 94	3,178 59	7,772 53	130,489 51
OCTOBER, . . . . .	18,608 87	7,753 42	26,362 29	27,695 18	31,512 27	59,207 45	14,386 69	17,025 99	31,412 68	5,179 59	2,994 63	8,174 22	4,331 10	2,374 45	6,705 55	131,362 19
NOVEMBER, . . . . .	20,910 42	8,090 36	29,000 70	21,772 43	34,022 48	55,794 96	10,763 39	18,596 04	29,359 43	6,236 60	3,673 93	9,910 53	5,697 77	2,484 11	8,181 88	132,247 58
DECEMBER, . . . . .	23,593 85	8,907 16	32,501 01	27,613 62	41,342 56	68,956 18	12,152 78	44,774 70	56,927 48	13,300 16	3,679 97	16,980 13	4,244 82	2,383 82	6,628 64	131,993 44
TOTALS,	210,599 56	89,035 88	299,635 44	278,319 64	491,993 09	770,312 73	134,148 86	257,145 56	391,294 42	94,733 53	30,732 81	125,466 34	57,706 49	29,265 87	86,972 36	1,673,681 29

THOS. R. DAVIS, Chief Clerk Transportation Department.

## No. 16.

*Statement of Expenditures for the year 1853.*

Heads of Accounts.	Conducting Transport'n. Passengers.	Conducting Transport'n. Freight.	Maintenance of Way.	Motive Power.	Maintenance of Cars.
Advertising, . . . . .	\$4.801 99	2.542 74			
Tickets and Station Agents, . . . . .	10.471 06	15.176 23			
Car Furniture and Fixtures, . . . . .	2.007 42	84 55			
City Rail Road Tolls, . . . . .	379 37	3.430 86			
Clerks, . . . . .	3.075 49	26.827 28	430 58		
Cleaning Cars, . . . . .	2.886 16	48			
Conductors, . . . . .	14.327 42	17.125 68			
Columbia Rail Road Line, . . . . .	4.211 88				
Depot and Shop Rent, . . . . .	2.249 98	13.760 87		517 80	199 97
Fluid, for Lights, . . . . .	2.715 76	2.074 08	63 55	2.129 11	73 00
Foreign Agencies, . . . . .	6.046 21	22.659 47			
Incidentals, . . . . .	8.740 99	17.861 90	561 32	4.560 47	635 40
Loss and Damage, . . . . .	10.706 41	35.902 02			
Mail Expenses, . . . . .	29.977 66	39 00			
Office Rent and Furniture, . . . . .	1.610 37	1.043 51			
Oil and Tallow, . . . . .	1.813 71	6.619 41	712 73	14.214 53	
Repairs to Buildings, . . . . .	66 60	11 64	116 84	1.057 48	125 25
Stationery and Printing, . . . . .	4.910 52	6.856 60	183 42	479 78	
State Tolls, . . . . .	179.774 62	299.266 18			
Superintendence, . . . . .	2.358 35	1.588 32	1.386 66	2.116 66	
Teaming, . . . . .	4.080 88	12.622 42			
Tolls on Har. and Lan. R. R., . . . . .	94.824 62	62.867 89			
Wages Foremen, Brakemen and Laborers, . . . . .	20.441 03	86.738 83	57.873 43	28.567 64	
State Tax, . . . . .		76.684 31			
Tolls Balt. and Sus. R. R., . . . . .		37,064 38			
Cross Ties and Sills, . . . . .			637 86		
Rails, Frogs and Switches, . . . . .			2.639 49		
Repairs of Bridges, . . . . .			1.518 76		
do Telegraph, . . . . .			117 74		
do Turn Tables, . . . . .			2.803 84		
Removing Snow and Ice, . . . . .			328 97		
Repairs Road Crossings, . . . . .			335 64		
Renewing Cross Ties, . . . . .			681 62		
Road and Hand Cars, . . . . .			1.088 13		
Spikes, . . . . .			614 12		
Supervisors, . . . . .			1.800 00		
Taxes on Real Estate, . . . . .			3.232 96		
Tools and Repairing Tools, . . . . .			1.806 75		478 45
Watch and Switchmen, . . . . .			8.037 95	12.894 78	
Coal, . . . . .				13.389 14	
Cotton Waste, . . . . .				3.156 50	
Engineers, . . . . .				31.890 58	
Expenses Water Stations, . . . . .				9.747 62	
Fuel for Stationary Engines, . . . . .				1.966 32	
Repairs to Locomotives, . . . . .				70.151 38	
do Tools & Machinery, . . . . .				7.433 27	
Wood, . . . . .				58.454 38	
Labor Preparing Wood, . . . . .				24.488 23	
Individuals and Corporations, . . . . .				12.419 77	
Repairs to Passenger Cars, . . . . .					34.396 80
do Freight do . . . . .					89.557 47
	\$412.478 50	749.128 65	86.972 36	299.635 44	125.466 34

## RECAPITULATION.

Conducting Transportation—Passengers, . . . . .	\$412.478 50
do do Freight, . . . . .	749.128 65
Maintenance of Way, . . . . .	86.972 36
Motive Power, . . . . .	299.635 44
Maintenance of Cars, . . . . .	125.466 34
	\$1.673.681 29

THOS. R. DAVIS, *Ch. Clerk Trans. Departm't.*



# No. 17.—ANNUAL REPORT, 1853.—Mileage and Expenses of Engines.

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Engines.	Builders.	Placed on Road.	Number Drivers.		Weight.	Weight on Drivers.	Miles Run Passenger Trains.	Miles Run Freight Trains.	Total Number Miles Run.	Cost of Repairs.	Cost per 100 miles run of				REMARKS.
			Size of Drivers.	ft. in.							Repairs.	Fuel.	Oil, Tallow, Fluid & waste.	Total Cost per 100 miles.	
Antelope, -	Seth Wilmarth,	Oct. 1852	4	6		27.186			27.186	2.256	8 33	8 07	1 17	17 57	In the shop, receiving general repairs.
Atalanta, -	Do	Nov. do	4	6		36.260			36.268	1.556	4 30	8 79	1 18	14 27	Do do
Allegheny.	M. W. Baldwin,	July 1850	4	4	45.275	25.825	2.894	9.622	12.516	1.217	9 73	14 65	2 07	26 45	In good order.
Armstrong,	Do	Dec. do	4	5	38.675	22.875	1.470	904	2.374	1.610	14 70	00 25	09 3	82 98	Do tyres have been renewed.
Altoona, -	Smith & Perkins,	Dec. 1852	4	3	54.200	41.800		17.865	17.865	609	72 3	43 6	07 1	27 10	Do Do
Adams, -	M. W. Baldwin,	Sept. 1853	4	4			3.148	1.188	1.188	211	97 17	74 13	98 3	19 34	Do new.
Bradford, -	Do	Jan. 1852	6	4	45.900	26.200		11.404	14.552	603	05 4	16 9	11 1	18 14	In the shop, receiving general repairs.
Bedford, -	Do	Aug. do	6	3	64.500	46.100		7.285	7.285	299	86 4	10 6	08 1	76 11	Sold to the Commonwealth.
Beaver, -	Do	Sept. 1850	8	6	43.350	43.350		15.644	15.644	1.108	33 7	10 11	58 1	85 20	In good order; has been thoroughly repaired.
Butler, -	Do	Jan. 1852	4	5	38.675	22.875	20.488	2.706	23.194	1.482	12 6	39 8	70 1	19 16	In good order; tyres have been renewed.
Blair, -	Do	Sept. 1849	4	6			2.208	264	2.472	374	18 15	59 7	67 1	97 25	Rebuilt at Mifflin shop; in good order.
Berks, -	Do	Nov. 1852	6	3	64.500	46.100	17.343	4.337	17.343	1.268	56 7	33 6	68 2	55 16	In good order.
Bucks, -	Do	Sept. 1853	4	4			5.184		4.337	75	67 1	76 10	78 4	49 17	Do new.
Bald Eagle,	Norris & Son,	Oct. do	4	5	54.800	33.000			5.184	66	62 1	28 8	99 1	29 11	Do do
Cambria, -	Norris & Bro.,	Jan. 1850	4	4	40.825	25.320	22.886	108	22.994	784	13 3	41 8	71 1	02 13	Do Do
Clarion, -	M. W. Baldwin,	July do	4	4	45.275	25.825	19.822	1.872	21.694	1.190	26 5	47 9	05 1	58 16	Do Do
Clinton, -	Do	Sept. do	4	4	45.900	26.200	5.904	6.900	12.804	2.295	24 17	93 9	56 1	68 29	Do has had new smoke stack.
Crawford, -	Do	June 1851	4	4	45.900	26.200	18.646	6.131	24.777	668	13 2	70 9	08 1	25 13	Do Do
Clearfield, -	Do	June do	4	4	45.900	26.200	11.810	12.242	24.052	952	48 3	96 9	41 1	36 14	Do Do
Cumberland, -	Do	Dec. 1852	6	3	59.600	48.200		14.953	14.953	679	24 4	55 12	63 1	77 18	In running order.
Columbia, -	Do	Sept. 1850	4	4	45.900	26.200	3.089	11.550	14.639	1.135	51 7	77 11	63 1	90 21	In good order.
Centre, -	Do	Dec. do	4	4	45.900	26.200	828	17.049	17.877	2.074	65 11	65 11	42 1	50 24	In running order.
Chester, -	Do	Oct. 1853	4	4	45.900	26.200		4.012	4.012	84	27 2	10 10	32 2	12 14	In good order; new.
Carbon, -	Do	Oct. do	4	4				2.620	2.620	167	89 6	45 8	41 1	95 16	Do do
Conemaugh, -	Norris & Son,	May do	4	6	58.500	35.500	11.678	164	11.842	584	27 4	95 9	84 2	09 16	In shop, receiving new flues and general repairs.
Crabtree, -	Do	Aug. do	4	5	54.800	33.000	3.580	810	4.390	52	09 1	18 11	55 1	85 14	In good order; new.
Clay, -	Norris & Bro.,	Oct. 1849	2	4	23.350	14.600	4.050	2.549	6.599	1.363	11 20	65 7	38 8	88 28	In running order; has had new chilled driving wheels.
Cyclops, -	Ross Winans,	Feb. 1853	8	3				9.981	9.981	801	65 8	10 7	00 2	00 17	Do Do
Dauphin, -	M. W. Baldwin,	Aug. 1852	6	3	64.500	46.100		17.962	17.962	959	88 5	36 6	38 2	42 14	In shop, having fire box patched.
Delaware, -	Do	Oct. 1853	4	4			228	2.520	2.520	41	50 1	66 12	02 1	42 15	In good order; new.
Erie, -	Do	Oct. 1850	4	4	44.800	25.400		16.700	16.928	1.333	21 7	90 10	88 1	45 20	Do do
Elk, -	Do	Oct. do	4	4	44.800	25.400	98	8.441	8.539	960	95 11	30 21	74 3	93 36	In shop, receiving general repairs.
Eagle, -	Seth Wilmarth,	Apr. 1853	4	5			24.932		24.932	790	20 3	17 9	04 1	04 13	Do do
Fayette, -	M. W. Baldwin,	Feb. 1852	4	4	46.400	27.640	138	15.742	15.880	973	33 6	16 12	37 1	73 20	In tolerable order; tyres need turning off.
Franklin, -	Do	Oct. 1849	4	4	30.650	16.750	6.808	8.062	14.870	1.165	60 7	88 11	49 1	90 21	In good order; thoroughly repaired.
Fulton, -	Do	Nov. 1853	4	4				793	793	28	53 3	69 9	32 1	77 14	Do new.



Forrest, -	M. W. Baldwin,	Oct. do	4	4	6						82 03	3 90	10 30	2 74	16 94	In good order; new.
Greene, -	Do	Mar. 1852	4	4	6	46,400	601	2,126	2,126	1,738	19	9 65	11 37	1 33	22 35	In running order.
Greensburg, -	Smith & Perkins,	Nov. 1853	6	3	8	55,800		1,741	1,741	81	42	4 79	6 90	2 57	14 26	In good order; new.
Huntingdon, -	M. W. Baldwin,	Nov. 1849	4	4	6	45,275	106	14,698	14,804	1,005	43	6 79	7 51	1 27	15 57	In running order.
Harrisburg, -	Do	Oct. 1849	2	4	6	23,900		80	80	1,241	90	10 96	3 36	14 32	Rebuilt at Altoona shop; sold to Pitts. and [Steub. R. R.	
Heisley, -	Norris & Bro.,	Oct. 1851	4	4	4	26,600	1,629	6,939	8,568	441	21	5 19	6 96	1 22	13 37	In running order.
Indiana, -	M. W. Baldwin,	Jan. 1850	2	6	4	44,800	2,566	8,033	10,599	753	40	7 10	10 25	1 61	18 96	Still running; needs general repairs.
Juniata, -	Do	Nov. 1849	4	4	6	45,275	138	20,048	20,186	929	85	4 60	11 94	1 86	18 40	In shop, receiving new tyres and general [repairs.
Jefferson, -	Do	Jan. 1853	6	3	6	59,600		13,870	13,870	598	75	4 34	8 39	2 29	15 02	In good order.
Johnstown, -	Smith & Perkins,	Dec. do	6	3	8	55,800		1,215	1,215	28	78	2 39	6 88	2 36	11 63	Do new.
Kiskiminitas, -	Norris & Son,	May do	4	5	5	56,700	7,086	1,701	8,787	673	83	7 67	11 55	1 32	20 54	In shop; needs two new flanged tyres.
Kittanning, -	Do	May do	4	6	6	58,500	9,863		9,863	1,066	86	10 88	9 79	1 59	22 26	In running order; needs new flues.
Kishacoquillas, -	Do	Sept. do	4	5	6	64,500	5,427		5,427	96	03	1 78	9 04	1 26	12 08	In good order; new.
Lebanon, -	M. W. Baldwin,	Oct. 1852	6	3	6	64,500		18,876	18,876	1,068	28	5 68	6 32	2 29	14 29	Do has been thoroughly repaired.
Lancaster, -	Do	Jan. 1853	6	3	6	59,600		16,362	16,362	571	41	3 50	5 81	1 80	11 11	Running; needs general repairs.
Lancaster, -	Do	Mar. 1852	4	4	6	46,400	546	22,645	23,191	997	37	4 30	12 61	1 62	18 53	In running order.
Lawrence, -	Do	Sept. do	6	3	6	64,500		18,117	18,117	1,466	26	8 10	14 51	1 72	24 33	In good order; has been thoroughly repaired.
Latrobe, -	Smith & Perkins,	Dec. do	6	3	8	54,200	20,562	10,502	10,502	695	44	6 62	5 72	1 24	13 60	Do
Miffin, -	M. W. Baldwin,	Sept. 1849	2	6	6	44,800		23,222	23,222	2,697	48	11 62	8 17	1 49	21 28	In running order; rebuilt by M. W. Baldwin.
Mercer, -	Do	Oct. 1852	6	3	6	64,500	4,520	21,410	21,410	797	58	3 72	5 91	2 04	11 67	In good order.
Monongahela, -	Norris & Son,	June 1853	4	5	5	56,700		2,268	6,788	603	47	8 87	11 85	1 77	22 49	In shop, having tyres turned off.
Northumberland, -	M. W. Baldwin,	Jan. do	6	3	6	59,600		15,362	15,362	1,434	60	9 37	6 90	2 06	18 33	Do undergoing general repairs.
Pike, -	Do	Apr. 1852	4	5	4	47,400	27,060	435	27,495	976	29	3 55	8 05	1 18	12 78	In good order; has been thoroughly repaired.
Penrose, -	Do	Oct. 1849	2	4	6	24,225		6,014	6,014	385	08	6 42	12 74	1 98	21 14	In shop, being rebuilt.
Pluto, -	Ross Winans,	Jan. 1853	8	3	6	55,800	129	13,211	13,211	1,631	98	12 36	6 21	1 70	20 27	In running order.
Philadelphia, -	Smith & Perkins,	Sept. do	6	3	8	55,800		6,240	6,369	298	37	4 73	7 74	2 13	14 60	In good order; new.
Pittsburg, -	Do	Oct. do	6	3	8	55,800		3,166	3,166	124	48	4 01	10 91	2 99	17 91	Do do
Quemahoning, -	Norris & Son,	Aug. do	4	5	5	54,800	2,997	2,997	2,997	60	57	2 01	19 48	2 62	24 11	Do do
Susquehanna, -	M. W. Baldwin,	Feb. 1852	4	5	3	38,675	22,602	1,716	24,318	930	61	3 83	8 33	1 49	13 65	In running order; will soon need new tyres.
Somersct, -	Do	Jan. do	4	5	4	47,400	22,632	2,070	24,702	2,228	44	9 02	9 27	1 34	19 63	Do has had new flues and [flue sheet.
Schuykill, -	Do	Jan. 1853	6	3	6	59,600		5,737	5,737	603	64	10 59	22 35	3 56	36 50	In good order.
Sewickley, -	Norris & Son,	July do	4	5	5	54,800	3,646	1,782	5,428	266	24	4 93	14 94	1 86	21 73	Do
Tuscarora, -	Do	May do	4	6	6	58,500	6,888	536	7,424	864	79	11 65	10 55	1 85	24 05	In running order.
Thor, -	Ross Winans,	April do	8	3	6			12,134	12,134	534	88	4 42	8 34	2 59	15 35	In good order.
True American, -	M. W. Baldwin,	Sept. do	4	5	6	47,400	12,006	104	12,110	205	03	1 69	9 28	1 08	12 05	Do new.
Union, -	Do	June 1852	4	5	6	45,900	22,311	262	22,573	1,165	43	5 24	8 66	1 34	15 24	Do has been thoroughly repaired.
Venango, -	Do	Oct. 1850	4	4	6	45,900	836	16,872	17,708	1,072	15	6 06	11 30	1 21	18 57	In running order.
Vulcan, -	Ross Winans,	Feb. 1853	8	3	6	34,675		13,975	13,975	961	96	6 92	7 89	2 45	17 26	In shop, receiving new crown sheet.
Washington, -	M. W. Baldwin,	Oct. 1849	6	3	6	50,975		9,555	9,555	991	38	10 43	12 43	1 88	24 74	Do needs new tyres.
Westmoreland, -	Do	Sept. 1850	8	3	6	50,975		4,153	4,153	1,446	47	35 28	18 40	3 37	57 05	Do receiving a general overhauling.
Wyoming, -	Do	Nov. do	4	5	5	38,675	12,549	1,309	13,858	1,804	67	13 80	8 29	1 36	23 45	In good order; has had new tyres.
York, -	Do	Jan. 1853	4	4	6			4,466	4,466	1,486	35	33 78	13 70	1 79	49 27	Has been remodeled.
Youghiogeny, -	Norris & Son,	June do	4	5	5	56,700	4,203	1,564	5,767	1,176	37	20 64	11 62	1 58	38 43	Still running; needs new truck wheels.

WM. M. McCLURE,  
Chief Clerk Motive Power Department.

Number of Miles run with Passenger Trains, 441,589  
 " " Freight 553,754  
 Total number of Miles run, 995,343  
 Total cost of Repairs, \$70,151.38  
 Average cost of Repairs per 100 miles run, 7 05

